

THE ILLUSTRATED LONDON NEWS

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BUILT TO TEST THE EINSTEIN THEORY OF RELATIVITY: THE TOWER ON THE TELEGRAPHENBERG, NEAR POTSDAM.

In connection with the International Congress of Astronomical Societies, whose proceedings opened recently at Potsdam, a special tower telescope has been constructed to test the Einstein theory of Relativity. Professor Einstein himself attended the Congress, and among other scientists present were Professor Eddington, of Cambridge, Father Cortie, S.J., of the Stonyhurst Observatory, and Dr. Freindlich, of the Potsdam Astro-Physical Observatory. Describing the tower telescope,

Dr. Freindlich stated that the type chosen was that of the American Hale telescope, which gives measurements of great precision. The cœlostæt rests on a wooden tower, 46 ft. high, encased in a stone tower, and at the base there is a fully equipped modern physical laboratory, the temperature of which is maintained at a constant level. The structural design of the tower was the work of a Berlin architect, Erich Merdelsohn.



By G. K. CHESTERTON.

IT seems possible that popular journalism may become unpopular merely by pursuing popularity. A baby has a fine intellectual disdain for people who talk in baby language. A schoolboy feels a grave and dignified disapproval of those speaking in what they suppose to be schoolboy slang. And I fancy the ordinary citizen will soon get tired of being talked down to with the same supercilious superficiality. Too many journalists are being taught to treat human beings upon the dictum that they are mostly fools. I speak without any exclusive partisanship. I am a human being, but I am also a journalist; many may possibly add that I am also a fool. But my membership of all these three great guilds, or happy fellowships, justifies me in acting as a sort of intermediary or interpreter. And such an interpreter is needed, for I think it is a case of cross-purposes. The writers are told that the readers are stupid, with the sole result that the readers come to think that the writers are stupid. Both are probably wrong. A quite shrewd and humorous man in Fleet Street writes some vague verbiage and says: "I suppose that that is good enough for the people who read the *Daily Post*." And a perfectly sensible and well-informed man in Streatham reads it, and says: "Can anything be bad enough for the people who write the *Daily Post*?" If the two men met by accident in a tram or a train, they would talk to each other in a totally different fashion, about things that really exist.

One example of the sort of thing I mean may be found in the public utterances which the papers select for quotation, generally in the form of single selected sentences. A sentence that can justify itself is something rather rarer than a good epic or a great tragedy. A comment that can do without a context can only be found here and there, in some generalisation of Aristotle or some epigram of Voltaire. In many morning and evening papers can be found a selection of these single sentences; and the epigrams will run somewhat thus: "The British Navy is a great asset to the British Empire. — Lord Pimlico." Then will follow: "The future is in the hands of the rising generation. — The Bishop of Bootlebury." If we read on, perhaps we shall find something a little more definite, such as "Any boy may find an interest in fret-work" — a thesis advanced by Lady Gudge at Market Drayton. Finally, perhaps we shall have the simple words: "I do not despair of the future," from no less a person than Mr. Minns. Now, I think almost any of the people whom I have ever talked to, as neighbours or chance acquaintances, must be a little puzzled as to why these jewels are set in such solitary splendour. If Lord Pimlico had said that the British Navy was valued as an asset to the Chinese Empire, I could understand somebody pausing for a moment upon the remark, if only to reflect that it was true. If the Bishop of Bootlebury prophesied that the future will be wholly governed by the last generation

but one, that sturdy prelate of the good old school might be held to have uttered a picturesque and paradoxical expression of his defiant Toryism. If we were informed that Mr. Minns *does* despair, we may at least admit a sensational interest so far as to expect to see his suicide in the police news. But it is not easy to see why his absence of despair should appear as any kind of news.



SHOWING THE GUN CARRIAGE DRAPED IN THE NATIONAL COLOURS: THE FUNERAL OF KING PETER I., OF THE SERB, CROAT AND SLOVENE STATE. The funeral of King Peter took place at Belgrade on Tuesday, August 23, amid signs of deep national mourning. Eight lorries carrying wreaths preceded the gun carriage.

We must remember that the test is not whether these things are worth saying, but whether they are worth quoting. Anybody might say, in common conversation, that many boys like fret-work, or that all boys will have problems to settle when they grow into men. But if we wish to compare the intelligence of what is written in Fleet Street with the intelligence of what is said in Streatham, we must not take the case of casually saying these things, but the case of specially selecting them.

in Streatham rushes into his house and calls out to his wife, "Have you heard the news? Minns does not despair of the future." I do not believe that any man who reads the *Daily Post* would trouble, in private life, to recall who it was who said to him that boys could do fret work, or that boys were growing up into men. We all say these things, as we say it is a fine day or a rotten Government;

but we do not remember which of us said them last. It is as if a man went about all day with a note-book, recording all the people who said "Thank you," or "Much obliged," or those who said, "If you please," or "I beg your pardon." These phrases are very vital to civilisation, or even to freedom, especially in the sense of spiritual freedom. I have pointed out before that the expression "If you please" is the very trumpet-call and battle-cry of the Christian tradition of Free Will. But we hardly want it recorded whenever it is uttered.

But there is another point involved. This sort of selection is not only unjust to the journalist who has to make the quotation, and the newspaper reader who has to read the quotation; it is also very unjust to the man who is quoted. There is no reason to suppose he regarded the phrase as something strong enough to stand alone. As he uttered it, of course, it did not stand alone. Lord Pimlico did not suddenly start to his feet and cry aloud that the British Navy was a British asset, and then sink down again, overcome by his feelings. The Right Rev. Bishop of Bootlebury did not laboriously climb into the pulpit of St. Paul's Cathedral, articulate that one formula about the future, and then laboriously climb down again. Mr. Minns may have said that he did not despair; but it is consonant to his own cheerful and charitable spirit to suppose that he said something else as well. It is possible that he said something very interesting in the course of explaining why he did not despair of the future.

These ordinary sentences are as necessary as conjunctions to connect real ideas. But we should not be very much enlightened by large posters or headlines announcing "Lord Jones says 'And,'" or "General Smith says 'Although.'"

Now, I suspect that the man in Streatham is a much more sensible fellow than the newspapers take him for; that he is beginning to understand a number of things for which the newspapers do not allow; that he has begun to guess that

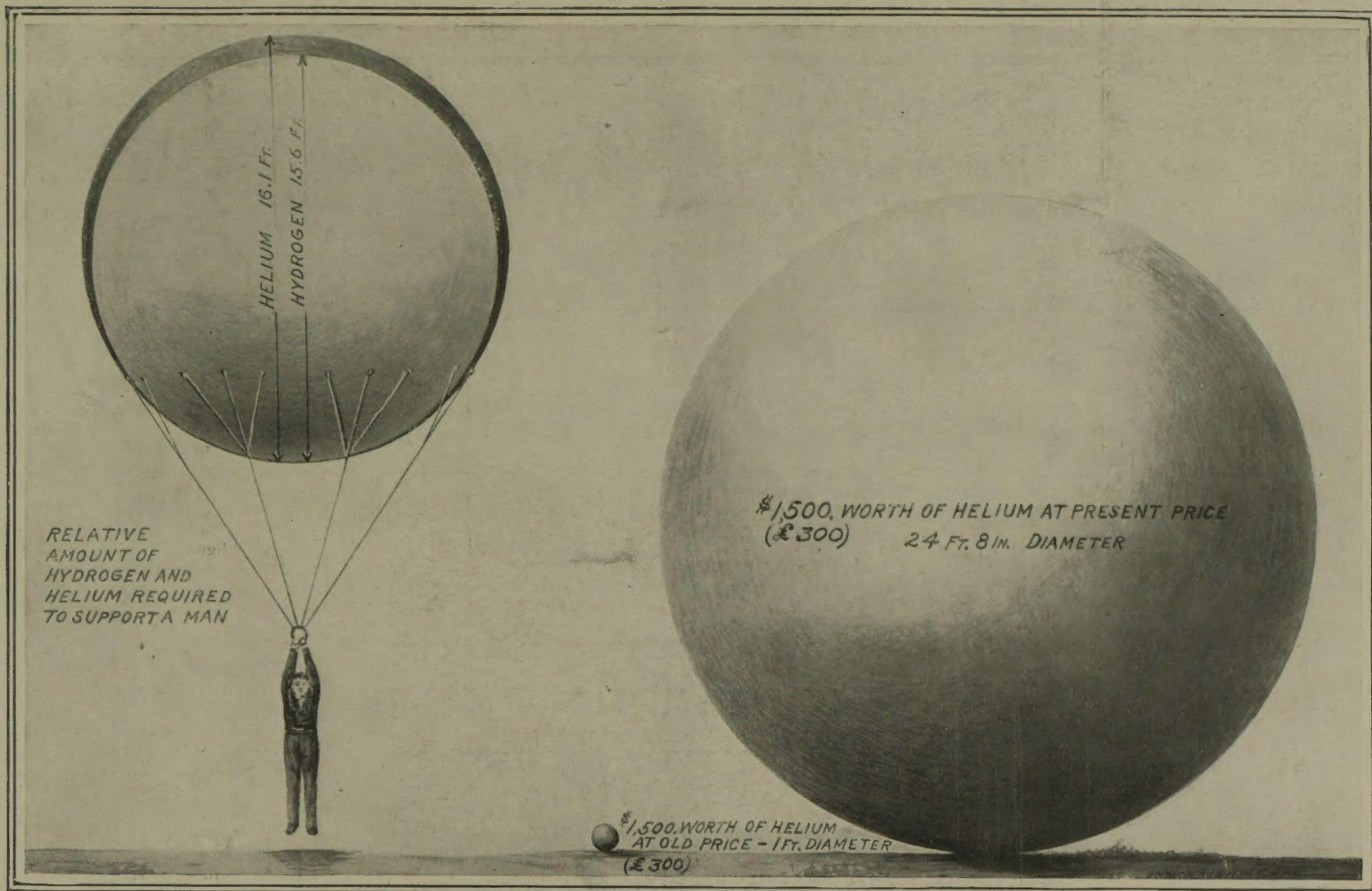


MEMBERS OF THE ROYAL FAMILY IN THE PROCESSION: PRINCE GEORGE OF SERBIA AT KING PETER'S FUNERAL.

Prince George and other members of the Royal Family followed the gun-carriage containing the body of King Peter. The new King, Prince Alexander, was ill at the time in Paris. Britain was represented by her Minister, Sir C. A. Young. Peasants lined the route, kneeling and spreading flowers.

We must ask whether any normal and reasonable man ever takes the trouble to remember and repeat such a remark, when it has been made by another man. That would be the private parallel to the public quotation; and I do not think that anybody does it. I never met any man in the train who clutched me by the coat and whispered excitedly, "I have been talking to Robinson. He has found out that the British Navy is an asset to the British Empire." I do not believe that any gentleman

peasants are not always poor, that priests are not always stupid, that Europe contains a number of ways of thinking, and ways of working, and ways of producing wealth, which are worthy of a sane man's consideration; and that he is, perhaps, at this moment talking about these things in the train and the tube, on his way to Streatham, while the *Daily Post*, with the great epigram of Lord Pimlico, lies crumpled on the seat beside him.

A Non-Inflammable Gas for Airships: Advantages of Helium.

TO REVOLUTIONISE THE CONSTRUCTION OF THE FUTURE? : A NEW GAS NOW BEING MANUFACTURED IN AMERICA.

Since the terrible disaster to the "R 38," experts have pointed out that the most vital danger to the giant airships now being constructed lies in the use of inflammable gas, and it has been stated that had the "R 38" reached America, helium would in future have been used. Since the war large factories have been constructed in the United States for its manufacture, and it is now cheap enough for commercial use. Helium is an inert, non-inflammable gas, the second lightest known (the lightest is hydrogen), and is relatively abundant in all minerals

which contain radium, thorium, or uranium. Besides being absolutely non-inflammable, it refuses to be absorbed, and therefore cannot form, through diffusion in air, an explosive mixture. In the past, the expense of separating helium from the minerals just mentioned was so great that before the war its use as a substitute for hydrogen was never seriously considered. Our diagram (reproduced in our pages for the second time) shows the terrific fall in price due to recent methods of production.—[BY COURTESY OF THE "SCIENTIFIC AMERICAN."]

Echoes of War in Germany and France: Two Ceremonies.

AT A PARADE WHERE A TELEGRAM FROM THE KAISER WAS READ: PRINCE EITEL FRIEDRICH AND GEN. LUDENDORFF.

Monarchist demonstrations under the guise of regimental memorials continue to be held throughout Germany. At a great gathering of ex-soldiers at the Berlin Stadium, Prince Eitel Friedrich and General Ludendorff were present in uniform, and the members of various warriors' associations marched past at the goose-step in uniform. After the singing of "Deutschland über Alles," a telegram was read from the ex-Kaiser in which he expressed the hope that the glorious halo of the past great days might become a beacon of the glorious illumination of the

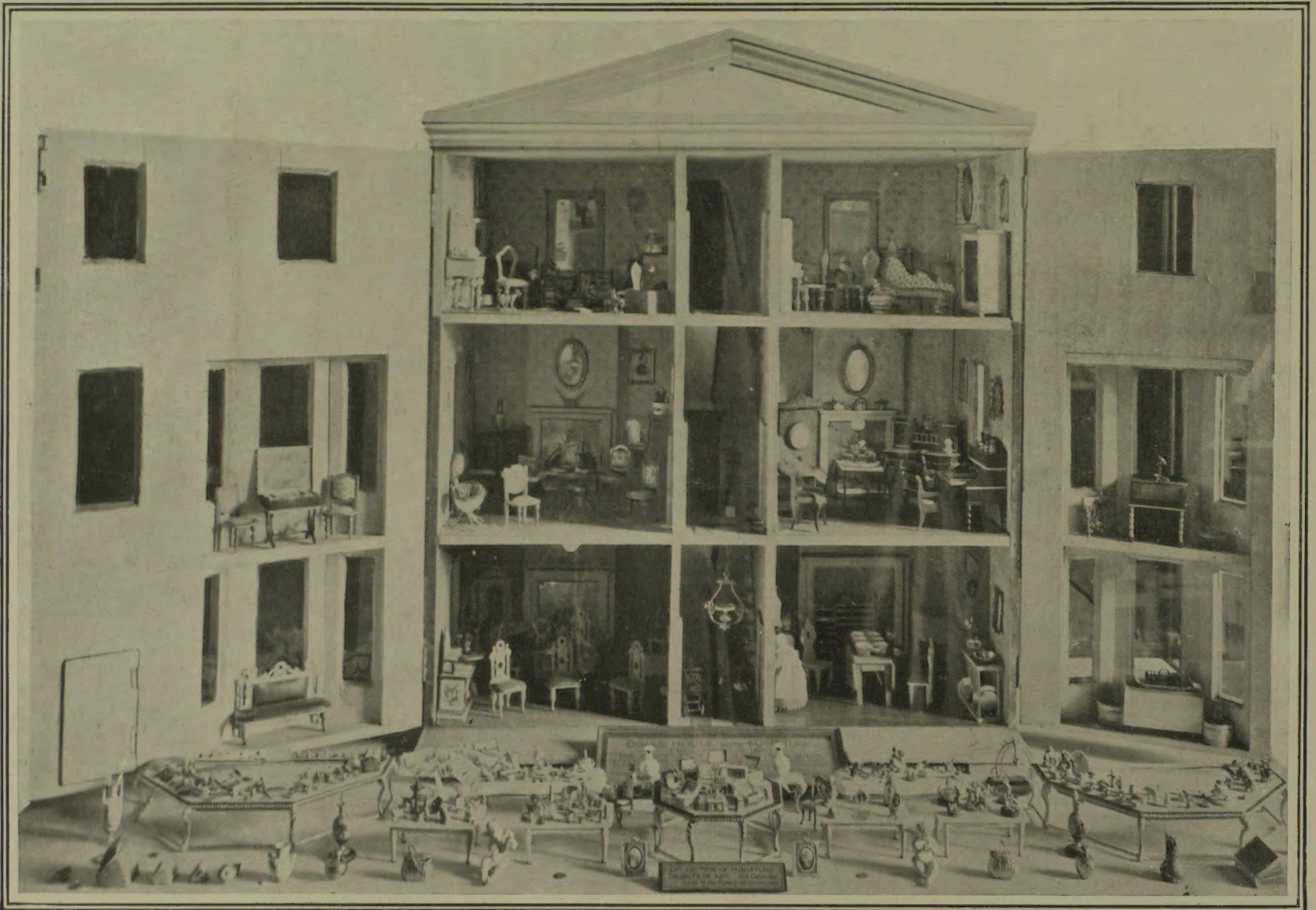


A MOTHER DECORATING HER SON: MME. OUTIN PINNING THE CROSS OF THE LEGION OF HONOUR ON THE BREAST OF HER SON.

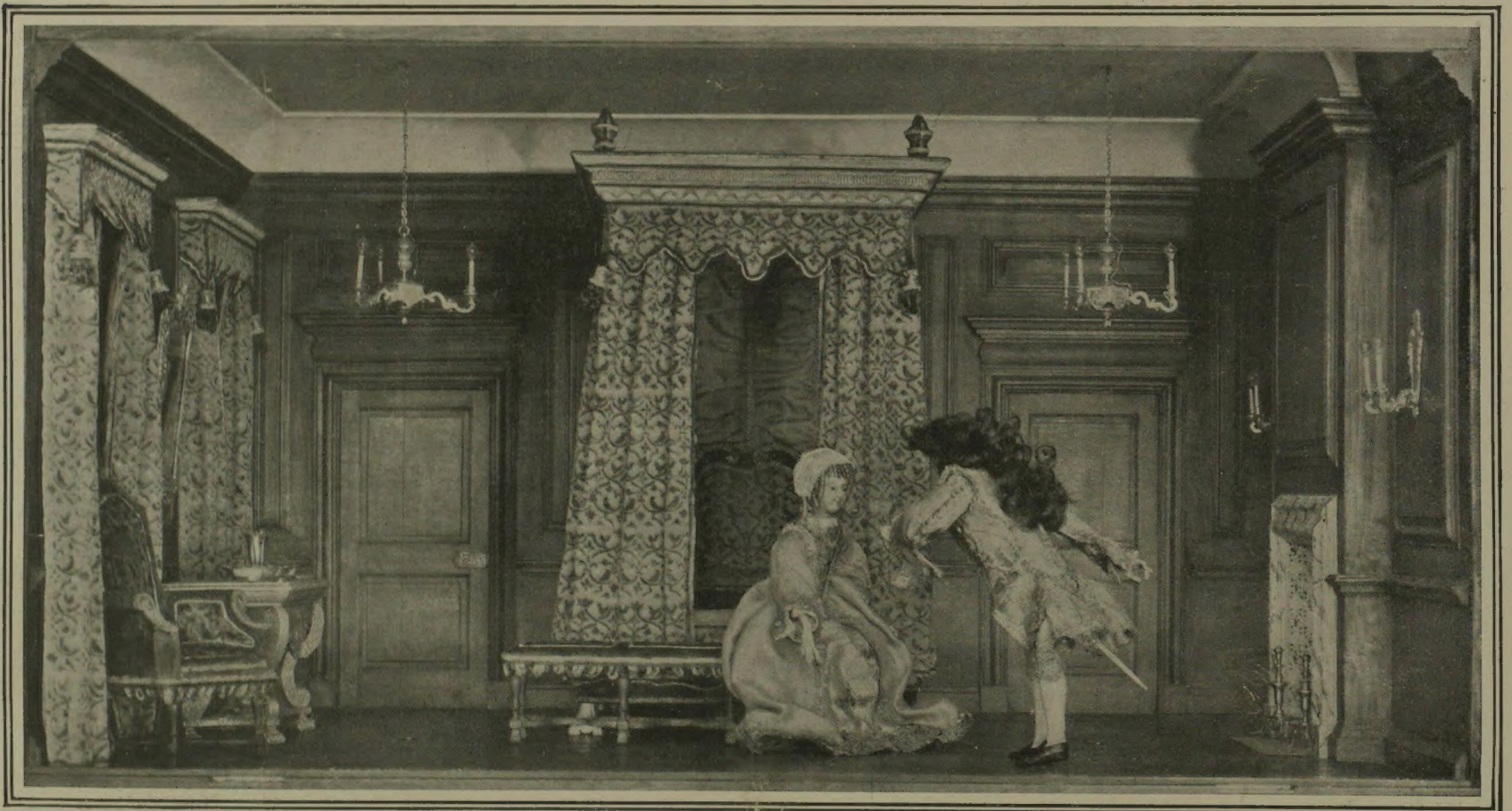
still dark future. The festival had all the characteristics of the old Hohenzollern demonstrations, and has been regarded in the light of a direct challenge to the Republic by the Socialist Press of Germany.—A very unusual ceremony has taken place at Landerneau in France, where, on the occasion of a military parade, Mme. Outin, a Chevalier of the Legion of Honour, awarded for her services whilst head of a War Hospital, pinned the Cross of the Legion of Honour on the breast of her own son.

TO BE FOLLOWED BY THE LUTYENS HOUSE: THE QUEEN'S DOLLS' HOUSES.

BY COURTESY OF THE LONDON MUSEUM AND THE VICTORIA AND ALBERT MUSEUM.



WITH MINIATURE NINETEENTH-CENTURY FURNITURE IN FRONT OF IT: QUEEN MARY'S DOLLS' HOUSE AT THE LONDON MUSEUM.



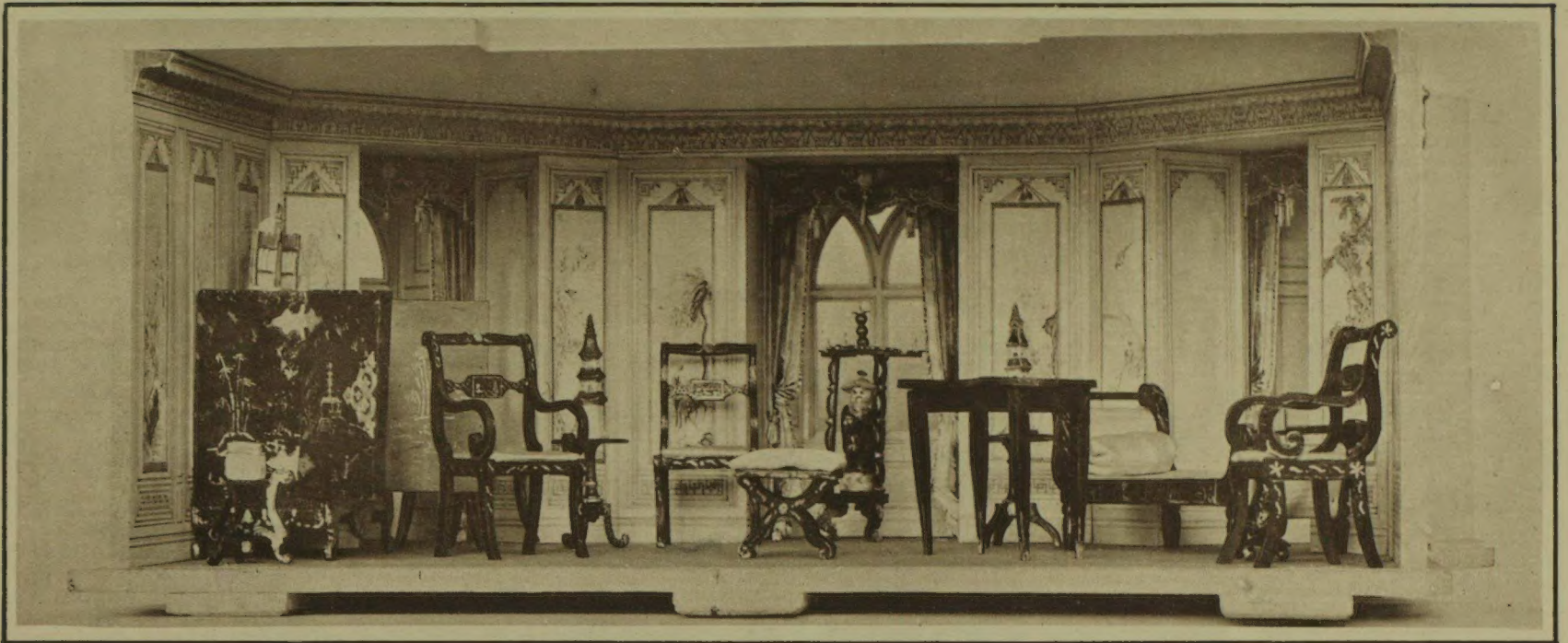
IN LATE SEVENTEENTH-CENTURY STYLE: A MODEL ROOM PRESENTED BY THE QUEEN TO THE VICTORIA AND ALBERT MUSEUM.

The most wonderful dolls' house ever seen is to be presented to the Queen by a group of eminent architects, painters, sculptors and decorators, and will make a remarkable addition to the interesting collection of dolls' houses which her Majesty already possesses. This page shows two of the Queen's dolls' houses, one of which, dated 1880, is now in the London Museum; and the other, a very charming example of late seventeenth-century furniture and decoration, is to be seen at the Victoria and Albert Museum. The inscription with the 1880 house reads: "Dolls' House with Furniture, English, *circa* 1880. The property of the Queen. Given to her by her mother, Princess Mary Adelaide, Duchess of Teck. Furnished by gifts and purchases during a period of several years. The furniture and fittings have been arranged personally by the Queen. Lent by H.M. Queen Mary, 1920." Her Majesty's new dolls' house will far outshine anything which has ever before been achieved in miniature residences. Sir Edwin Lutyens, the famous architect and designer of the Cenotaph,

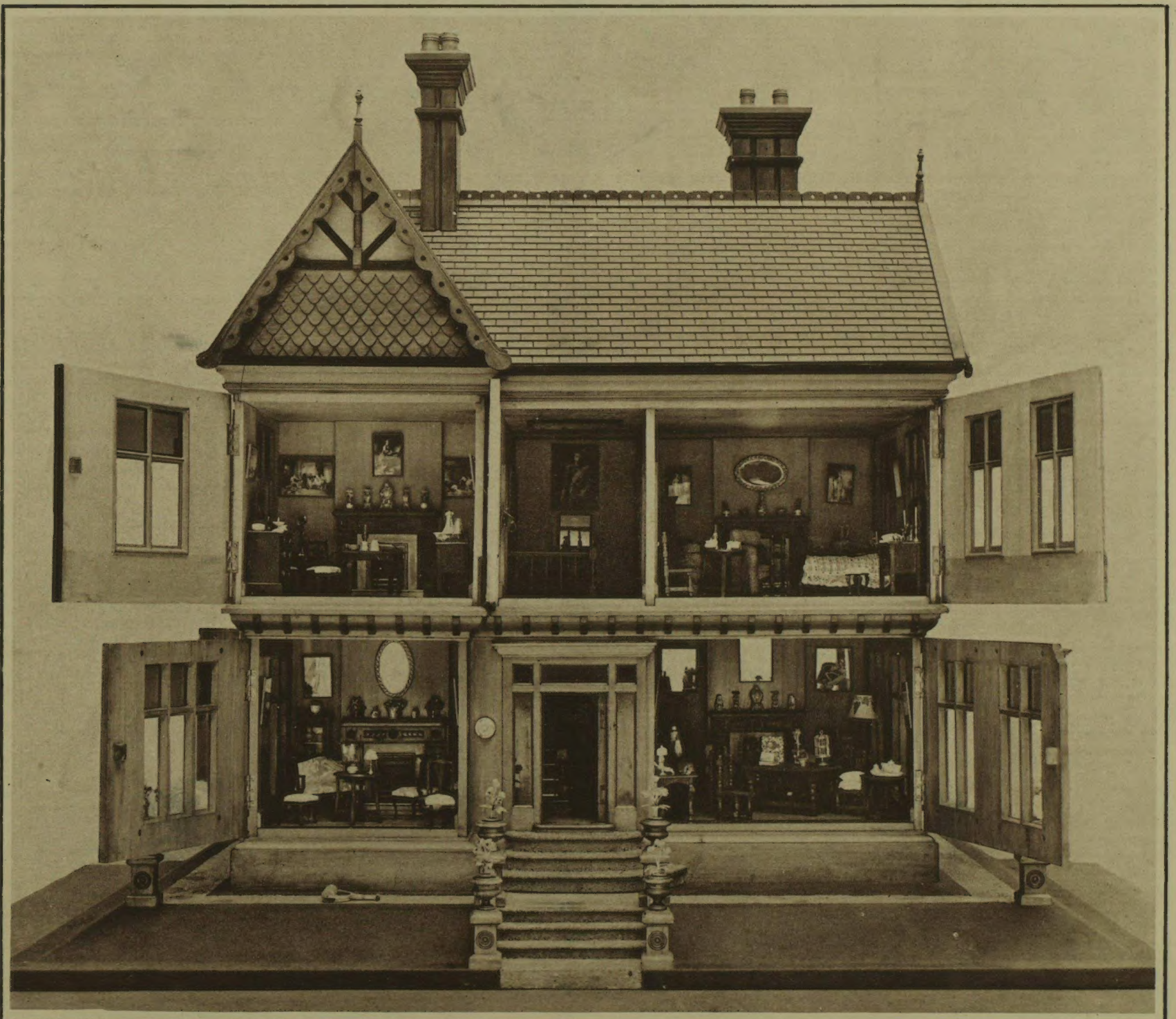
is in charge of its construction, and it will show all that domestic civilisation can achieve. Sir Edwin will be assisted by Sir John Lavery, Sir William Orpen, and Mr. John Sargent, the distinguished artists, and Sir George Frampton, the sculptor and architect. The house is to be 8 feet high, and will contain miniature Orpen, Sargent, and Lavery portraits of their Majesties. It will be inhabited by small models of the King and Queen entertaining an Eastern potentate, and waited on by a "weeny" maid (the only joke in the whole affair), who will all be dressed by West-End tailors and dressmakers. The nursery will contain a tiny replica of the dolls' house owned by the royal children. There will be electric bells, a marble staircase, crystal candelabra, a wine cellar, a library with miniature books and tiny newspapers, a complete hot and cold water system, and everything else which the perfectly "found" house contains. Monogrammed linen sheets will lie on the beds, and everything will, in fact, be perfect in this super dolls' house, designed by the most eminent men of the day.

THE QUEEN'S LATEST GIFT: A ROYAL DOLLS' HOUSE.

BY COURTESY OF THE VICTORIA AND ALBERT MUSEUM.



A MODEL OF A ROOM AT WINDSOR CASTLE: ONE OF THE QUEEN'S GIFTS TO THE VICTORIA AND ALBERT MUSEUM.



FURNISHED AND FITTED UNDER THE SUPERVISION OF HER MAJESTY: THE LATEST ROYAL DOLLS' HOUSE GIVEN TO THE VICTORIA AND ALBERT MUSEUM BY THE QUEEN.

Her Majesty has personally supervised the fittings of her latest gift to the Victoria and Albert Museum, which is illustrated in the lower photograph on our page. It is worthy of very close attention, and it will be seen that it contains a portrait of the King, and also a miniature photograph of him in a silver frame. There

are also a telephone, a bird-cage, and numerous other interesting details in dolly furnishings. The upper photograph shows a room in one of the other dolls' houses which the Queen has given to the Museum, and is specially interesting as it is a miniature of a room at Windsor Castle.

BOOKS OF THE DAY

By J. D. SYMON.

IT is the hour of high spirits in current fiction. The young people seem to be having it all their own way. This means excellent sport for readers and

also for writers, who must certainly be enjoying their work. For the past week or two, as novel after novel came out of the parcel, nearly every time the subject has been the young outlook on life, with pleasant discussions of the whole duty of the older generation to its successors.

Ibsen's "knocking at the door" is *vieux jeu*. The door stands wide to the wall; the young brood has burst in and is making a joyful noise. In fact, it looks as if they were not only in, but actually in possession. They will be served, and if it suits them to turn the house upside down—the thing is done. Sir Thomas Bertram of to-day returning from Antigua to find his study fitted up as a private theatre, and in possession of "a ranting, young man," would be expected to say nothing, if he did not actually bless the undertaking. As a matter of fact, Sir Thomas behaved very well, and would, I believe, have let the theatricals go on, had the young Bertrams not been so conscience-stricken. Their state, perhaps, was the more gracious, but Miss Austen's sense of propriety cheated her (and us) of a rich promise of comedy. It is the only time she defeats her reader's expectations, and I feel sure the sacrifice to duty must have cost her something, so nearly modern is dear Jane at many points.

Sacrifices to duty of that sort are not likely to disappoint the twentieth-century reader. If there be a defect in the more amiable of present-day young heroes and heroines, it is their tendency to ride rough-shod over everything and everybody that stands in the way of their immediate pleasure or profit. But not always. Mr. W. Douglas Newton, in "LOW CEILINGS" (Appletons; 8s. 6d.), suggests that the Harbour family were really devoted to their erring parents, although they criticised them frankly. Nowhere do they wound, and that is what makes this novel of the conflict between old and young in a South London suburb so agreeable to the palate. And really the Harbours were rather a credit to their stiffening parents, who must have had driving force in early days.

Another merit of Mr. Newton's book is its ingenious linking up of three phases—pre-war, war, and post-war into one story. Most recent novels take these phases separately. Mr. S. P. B. Mais, for example, gets his start for "BREAKING COVERT" (Grant Richards; 8s. 6d.) from the urgent need of employment that faces three well-born and once-affluent young people. Like the rest of their contemporaries, they are as hard as nails and know how to get what they want. At times, they overdo it, and were it not that Mr. Mais has amused himself and his readers with an extravaganza, the three sporting adventurers of a sporting book might be considered, like the Lamb in "She Stoops to Conquer," "outrageous this half hour." But the compensations, the odd characters, the cross-country exploits, and that pleasant baggage of a governess, Prudence Brownlow, who taught her pupils to climb roofs, and challenged the hero to similar feats, place Mr. Mais's departure from school-mastering above discipline.

He is in full cry after fun and, occasionally, he kills.

From the eternal unemployment question, arises also "A STRANGE DELILAH," by B.B. (John Murray; 7s. 6d.). Here a demobilised soldier finds a job such as can have fallen to no other ex-Service man. For Charles Morton, the most gifted actor of women's parts in the B.E.F.,

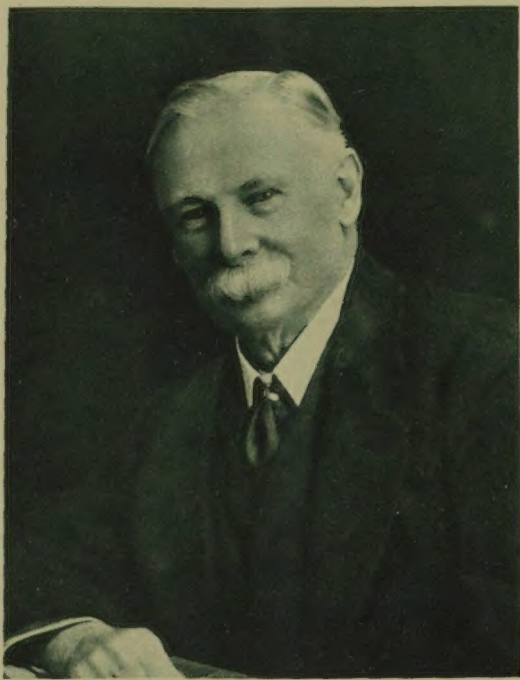
for a salary — and German espionage. It is not in any way a modern problem book; merely a thriller, and a successful one. The best of it is that Morton's risky masquerade is never *risqué*, as it might have become in clumsy hands.

The demobilised master as well as the demobilised man is having his innings in fiction. Both Mr. Newton and Mr. Charles Marriott introduce rich men interested in the housing and industrial colony question. Another landowner, one of Mr. Mais's characters, projects an aerodrome as his contribution to reconstructive work. These are not the only parallel situations in new books, for Mr. Marriott's projectors are concerned with a secret Light Metal and Mr. Mais's with duralumin. In "THE GRAVE IMPERTINENCE" (Hutchinson; 8s. 6d.), Mr. Marriott goes more subtly into the ethics of business than his fellow novelists, but Mr. Newton, writing far more popularly, has also an ethical bias. He and Mr. Marriott imply that, while young people and people not yet elderly may have thrown certain old obligations or alleged obligations aside, they are alive to the newer obligations of the time. These two stories develop the theory of duty consequent on privilege, but they never lapse into mere doctrinaire lectures, and always keep the romance uppermost. They should help to reassure those fogies who are so unreasonably scandalised about the morals and manners of youth. Mr. Newton's "awfully clear-headed" Bee Harbour plucks out the heart of the whole mystery when she says, "Mother wasn't 'nice' when she shocked our grandparents." And so it goes on forever. Dodo is something faded now, Sonia will have her day, and Ann Veronica's assertive passion is but a rushlight compared with the blaze of Ursula and Gudrun Brangwen in Mr. D. H. Lawrence's "WOMEN IN LOVE" (Secker; 9s.), a novel so entirely a law unto itself that it does not fit into this note.

Two other novels of the moment keep "Low Ceilings" company as far as shrewd portraiture of the family is concerned. Both are pure comedies and belong to the era of peace. Rachel in Miss Una

Silberrad's "RACHEL AND HER RELATIONS" (Hutchinson; 8s. 6d.), made her fortune by the ability with which she took her aged relatives in hand: Jasmine, the heroine of Mr. Compton Mackenzie's "RICH RELATIVES" (Secker; 9s.), was taken in hand by her relations, and although she too had good luck in the end, it was not so directly of her own contriving. The passing on of Jasmine from branch to branch of the Clan Grant multiplies by four or five the experience of little Fanny Price, when the Bertrams sent her to Mrs. Norris. The Grants, as firmly convinced of their own kindness as the Bertrams, demand "a grateful heart" in return. There the old book and the new agree, but Fanny's submissive gratitude no longer points a moral. We are all on the side of Jasmine against her over-bearing kinsfolk. But perhaps the inmost secret of her charm is that this

high-spirited girl knew how to hold her own without becoming a blatant rebel. Mr. Mackenzie is a very subtil man.



TO PRESIDE AT THIS YEAR'S MEETING OF THE BRITISH ASSOCIATION: SIR EDWARD THORPE.

Sir T. Edward Thorpe, C.B., Ph.D., D.Sc., LL.D., F.R.S., is this year's President of the British Association, which holds its annual meeting at Edinburgh from September 7 to September 14. He is Emeritus Professor of General Chemistry in the Imperial College of Science and Technology, South Kensington, and was educated at Owens College, Manchester, and the Universities of Heidelberg and Bonn.—[Photograph by Elliott and Fry.]

actually went out as lady's companion to the daughter of a South African millionaire living in a remote Highland castle. Morton's experiences,



RUNNING AGAIN, ON ITS NINETIETH BIRTHDAY: THE FIRST NEW YORK RAILWAY-ENGINE UNDER STEAM AT SEVEN MILES AN HOUR.

In celebration of its ninetyeth birthday, the De Witt Clinton, of the New York Central Railway, the first railway-engine operated in the State of New York, has been put under steam, and is to make a trip from New York to Chicago. It is capable of seven miles an hour, and it has only 70 lb. of pressure. The photograph shows the engine of ninety years ago and one of to-day.

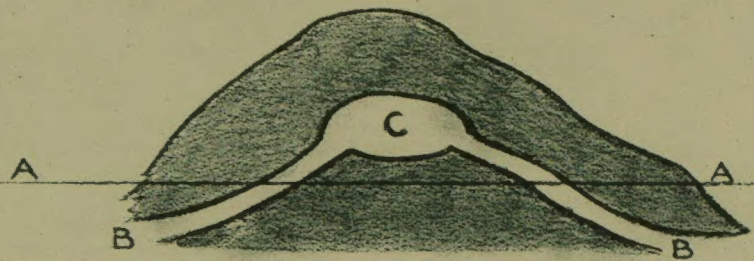
Photograph supplied by Central Press.

mediaeval in their ferocity, make enthralling reading. For its start alone the story depends upon the consequences—the young man desperate

FURS FOR MILADY: THE TRAPPER AND HIS TOOLS.

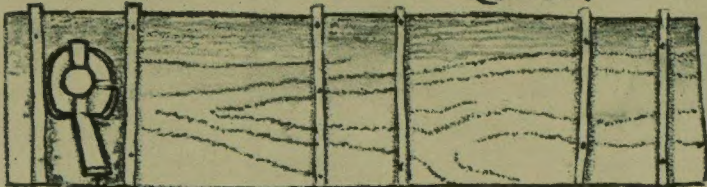
DRAWN BY WARWICK REYNOLDS.

IN WINTER TRAPPING, THE MUSQUASH-HOUSE MUST BE BROKEN INTO FROM ABOVE & THE TRAP SET EITHER IN THE NEST OR PASSAGEWAYS



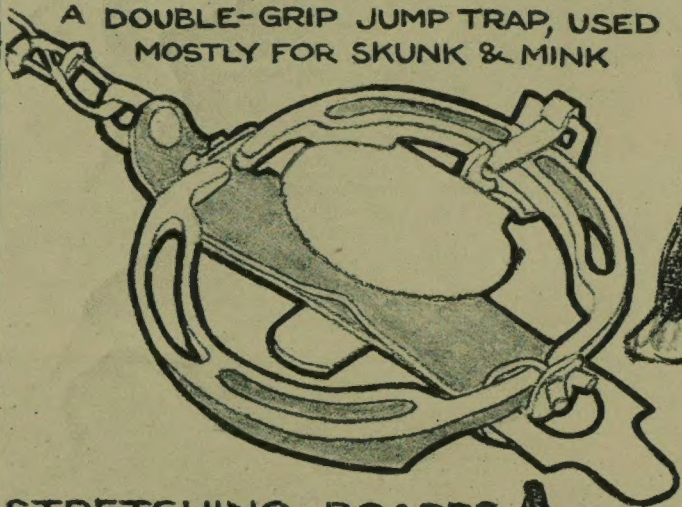
A-A WATER LINE C NEST B-B PASSAGEWAYS

A BOARD SET FOR MUSQUASH



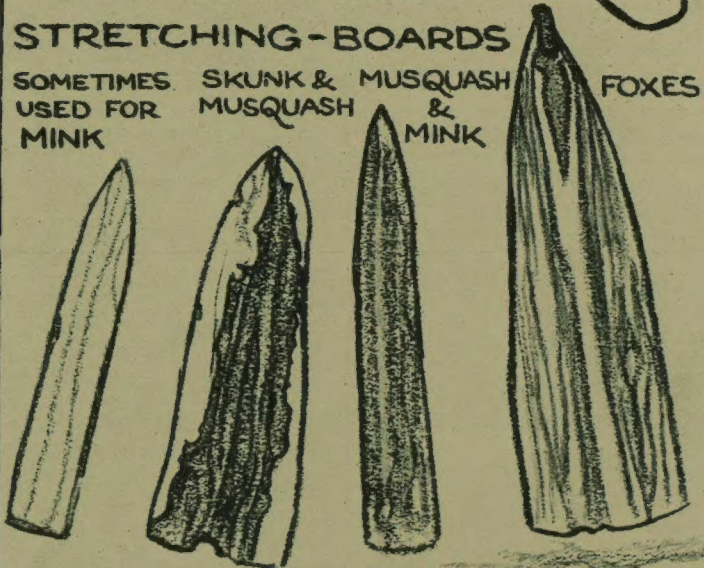
TRAP USED AT THE ENTRANCE TO RUNWAY TO FLOAT IN OPEN WATER AT RAPIDS, ETC. MUSQUASH LIKE TO CLIMB ON TO SUCH FLOATING OBJECTS AS THIS

A DOUBLE-GRIP JUMP TRAP, USED MOSTLY FOR SKUNK & MINK



STRETCHING-BOARDS

SOMETIMES USED FOR SKUNK & MUSQUASH & MINK FOXES



A COUPLE OF SILVER FOXES

THE SKINS ARE STRETCHED OVER BOARDS THUS



A GOOD HAUL — A SPLENDID SPECIMEN OF SKUNK

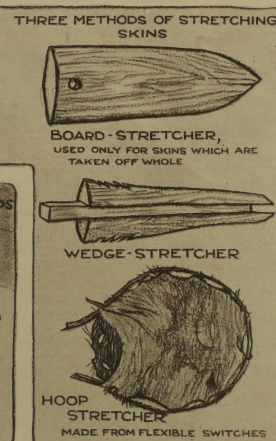
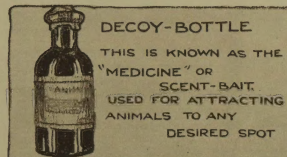
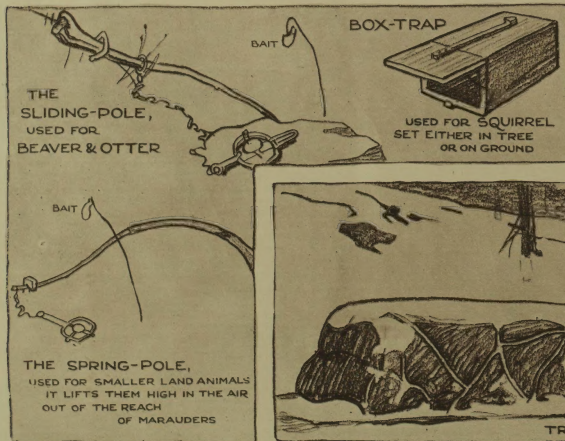
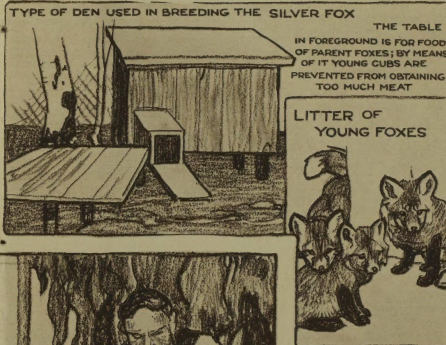
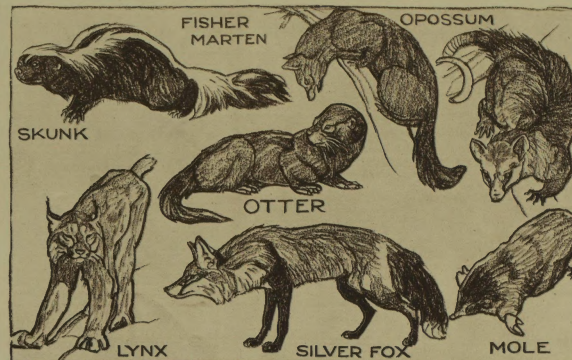
FORMS OF TRAPS, AND THE STRETCHING-BOARDS FOR THE SKINS: A TRAPPER'S STOCK IN TRADE.

With autumn and the rapid approach of winter, the question of furs becomes one of much topical interest, particularly to the ladies; and on this page, and the three subsequent ones, we give a series of interesting sketches which show the manner in which we get the furs on which Society sets so high a store. The fur trade is of prehistoric antiquity in Asia; but first appeared in Europe about the sixth century, when sable skins were brought to Rome. Italian traders introduced Asiatic furs into England, but it was not until the establishment of the Hudson Bay Company, in 1670, that the British trade

rose into importance. Before then a large business was carried on by the French colonists and "voyageurs" of Canada. The trapper is necessarily a hardy and intrepid type of man, facing as he does, extreme cold, violent snowstorms, and dangers of all descriptions. His work is heavy. When he has had a satisfactory catch of fur, he makes his way back to the nearest trading port or fur store by dog-team. Thence furs are sent to the various big centres and kept in cold storage until auctioned.—[Drawing Copyrighted in the United States and Canada.]

FURS FOR MILADY: SCOURING THE FAR NORTH

FOR PELTS FOR SOCIETY'S WINTER WRAPS.



TRAPS; BAITS; AND A RANCHE FOR FOXES: THE LIFE AND

METHODS OF THE TRAPPERS IN THE ARCTIC REGIONS.

As the use of the fur to the animal is usually to give it warmth, it follows that the winter coat constitutes a more valuable product than the summer one. A notable example is the stoat, whose winter coat, under the name of ermine, is one of the most costly of furs. For the same reason the furs which are most highly prized are those which are obtained from mammals inhabiting high latitudes, for it is in these that the coat is densest. Among the most costly furs are chinchilla, of which there are two kinds, the real and the bastard. This small South American rodent, of pearly grey colour, is only from eight to ten inches long. The best come from Peru. The American mink is an animal of semi-aquatic habits, once called the lesser otter, and is a dark chestnut in colour. The Russian variety is smaller and less

valuable. The American marten is of great value; it is a rich brown in colour, and the tips of the tails are used for artists' brushes. The finest come from Labrador. The stone marten, found in Europe, is of a dull-grey colour. The Russian sable marten yields one of the most precious furs, a fine specimen of a dark-blue colour, fetching a very large sum. There are various kinds of foxes used for furs, the most valuable being the silver variety, perhaps the most beautiful of all furs, of pale silver or blue-black colour, from Labrador and Moose Fort. The blue from Greenland and Archangel is not nearly so valuable. The ermine is a stoat, and the best specimens come from Siberia. The colour is pure white, except the tip of the tail, which is black.—(Drawing Copyrighted in the United States and Canada.)

FURS FOR MILADY: THE FINAL STAGES.

DRAWN BY WARWICK REYNOLDS.

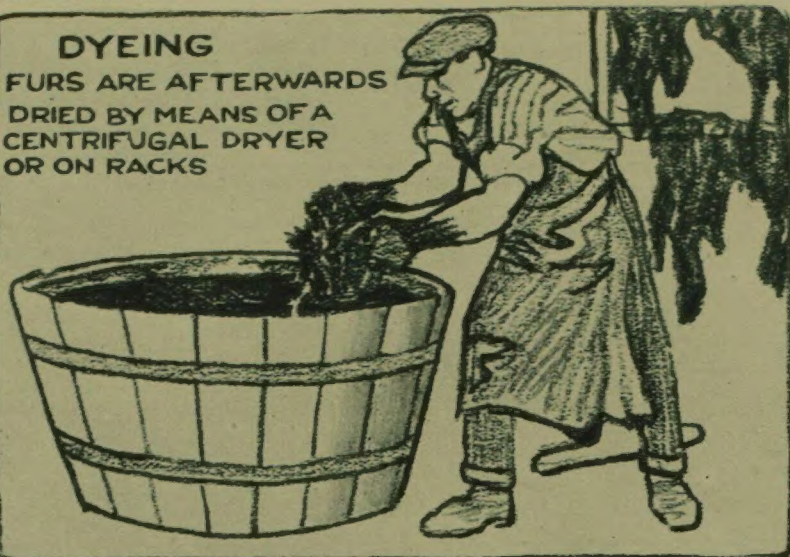
FLESHING

REMOVING ALL
REMAINING
FAT & FLESH
BY MEANS
OF A SHARP
KNIFE



DYEING

FURS ARE AFTERWARDS
DRIED BY MEANS OF A
CENTRIFUGAL DRYER
OR ON RACKS



NAILING-SQUAD



CUTTING SQUAD



FINISHING



POLAR BEAR



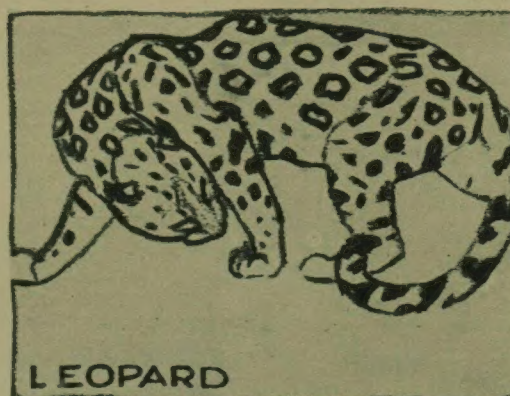
CIVET



CHINCHILLA

FUR
SEALS

LEOPARD



PROCESSES AFTER THE "RAW" FURS ARRIVE AT THE FURRIERS'; AND SOME FUR-BEARING ANIMALS.

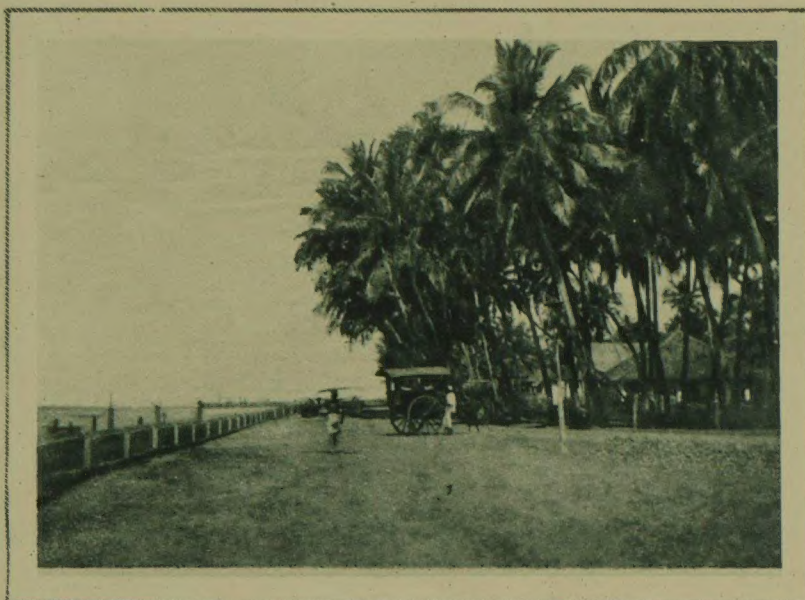
The dressing of fur-skins is a trade the details of which are preserved in secrecy. By one method the skins are first treated in a bath of bran, alum, salt, and water, to cleanse and preserve the pelt; then washed with soap, to remove dirt and oiliness from the fur; and softened by mechanical stretching. Some furs are dressed by drumming with butter and sawdust; and in other cases the two processes are, to some extent, combined. In the fur seal the undergrowth of soft fur is covered with one of coarse hair, which is more deeply rooted, and is loosened by shaving the inner side of the skin until its

roots are cut away. Many furs are dyed; that of the seal is originally a mousy brown. Most seals are dyed by one firm in London, and the secret of the rich brown required is most jealously kept. Many of the most important furs are derived from small animals of the weasel type; such as ermine, minx, sable, and marten. The more expensive furs are, of course, imitated in cheaper skins, and many furs are known, when finished, by fancy names which have no relation to the animal from which they are obtained, and disguise their lowly origin.—[Drawings Copyrighted in the United States and Canada.]

FANATICAL DESCENDANTS OF ARAB TRADERS: THE REBEL MOPLAHS.



THE STARTING-PLACE OF MANY BRITISH RELIEF TROOPS:
THE SEA-FRONT AT CALICUT.



THE SEA-PORT OF THE MOPLAHS OF MALABAR: A PEACEFUL VIEW
ON THE "BUND" AT CALICUT.



WITH SHAVED HEADS; STRIPPED TO THE WAIST; AND CARRYING
KNIVES IN THEIR GIRDLES: MOPLAHS AT A FESTIVAL.



IN THE CENTRE OF THE PRESENT TROUBLE DURING A FESTIVAL:
MOPLAHS IN THE STREETS OF MALAPURAM.



SHOWING A PORTION OF A GARRISON IN THE HEART OF THE
DISAFFECTED AREA: THE BARRACKS IN MALAPURAM.



WHEN THE MOPLAH IS NOT FIRED WITH FANATICAL FRENZY:
A STREET SCENE IN MALAPURAM IN NORMAL TIMES.

The revolt of the Moplahs, a fanatical sect which inhabits large areas on the south-west coast of India, is spreading and has developed into open rebellion; but stern measures are being taken to quell it, and a strong mobile column has been dispatched to Malapuram. The arrival of large military forces will probably speedily end the disturbances, which have been fanned by seditious speeches and propaganda by agitators in other parts of India. The Moplahs have always been a source of trouble to the British authorities, and are very unpopular with their native Hindu neighbours. They are the descendants of Arab traders, who married Hindus of the Malabar Coast; and while they are most fanatical Mahommedans,

they follow many Hindu customs, and are commonly the tenants of Hindu landlords. In the past several Commissions have sat to consider their position, and special Acts were passed in 1854 making the possession of their war-knives illegal; but the law concerning arms has been defied. They are very illiterate, and the present troubles have undoubtedly been stirred up by agitators from outside. Within a short period of years after 1852, there were 38 outrages by Moplahs, and on most of these occasions troops were called upon to deal with the fanatics, who, during one outbreak, assassinated the chief magistrate of the district; but the past outbreaks quieted down very quickly—almost with the appearance of troops.

THE WORLD'S BIGGEST AIRSHIP DISASTER: THE WRECK OF "R 38."

PHOTOGRAPHS BY CENTRAL NEWS.



THE GREAT ENVELOPE LOOKING LIKE A PALL THROWN OVER THE FRAMEWORK OF THE WRECKED AIRSHIP: THE REMAINS OF THE "R 38" AS THEY APPEARED DIRECTLY AFTER THE DISASTER.



SHOWING MEN FROM TRAWLERS AND TUGS CUTTING AWAY PORTIONS OF THE WRECKAGE IN THE SEARCH FOR SURVIVORS: THE FIRST RESCUE PARTIES AT WORK.



TWISTED AND TORN BY THE SERIES OF EXPLOSIONS WHICH WERE HEARD MANY MILES AWAY: THE MASS OF MANGLED FRAMEWORK AND TATTERED ENVELOPE SEEN AT LOW TIDE.

On the eve of her departure to America, to whom she had been sold by the British Admiralty, the "R 38," the greatest airship in the world, was destroyed on August 24 last, whilst passing over Hull during her final trials. There were only five survivors out of the fifty-one British and American officers and men who were believed to have been aboard. The "R 38" was the first airship of purely British design, and not a mere copy of German ships. Her maximum height performance was 25,000 feet, as against the 13,800 feet of the "R 34"; and at cruising speed she had an endurance capacity of 6500 miles, as against

the 3000 miles registered by the "R 34" at full speed. Her disposable lift was over fifty tons, as against the thirty tons of the "R 33" and "R 34." She was the biggest airship in the world, her main dimensions being: Length, 695 feet; diameter, 85 feet 4 inches; gas volume, 2,724,000 cubic feet; total horse-power, 2100. Her horse-power was developed by six Sunbeam Cossack engines, each housed in separate cars suspended by wires below the hull, and working six large two-bladed propellers. The main control station was in a small car near the bows. Her structural strength depended largely upon some sixty miles of piano

[Continued opposite.

SALVING THE "R 38": RAISING THE WRECKAGE WITH A GIANT CRANE.

PHOTOGRAPHS BY TOPICAL.



HOISTING UP THE WRECKAGE: PORTIONS OF THE TWISTED FRAMEWORK BEING LIFTED.

SHOWING A MASS OF THE WRECKED FRAME OF THE AIRSHIP: A PILE OF SALVAGE ON BOARD THE TRAVELLING CRANE.



ON THE DECK OF THE TRAVELLING CRANE WHICH PERFORMED THE SALVAGE WORK: PART OF ONE OF THE GREAT PROPELLERS OF THE ILL-FATED AIRSHIP.

Continued.
wire used as stays and braces. The disaster occurred whilst the airship was flying over the river Humber at Hull, and windows were shattered all over the city by the series of explosions which took place. A court of inquiry convened by the Air Ministry, and presided over by Air Vice-Admiral Sir John Salmond, D.S.O., commenced its sittings at the Howden Airship Base, on Saturday last, August 27. In a statement made previously whilst in hospital, Flight-Lieutenant A. H. Wann, the captain of the airship, is reported to have said: "I was in sole control of the vessel when the disaster happened. I was in the fore car,

and we had just passed over Hull when there was a violent crack. I felt the fore car falling. Then it rose at a high angle, and I pulled over the water ballast to level keel. Then there was a terrific explosion. I think many of the crew must have been killed by the explosion. . . . I think it probable that several of the girders snapped when we turned." The wreckage of the airship is being salvaged by means of a gigantic floating steam-crane, and it is expected that an examination of the twisted girders and other parts of the frame will help to solve the question of how the disaster occurred.

FLEEING FROM FAMINE AND PESTILENCE: PANIC-STRICKEN RUSSIAN REFUGEES ON THEIR MARCH WESTWARD.

DRAWN BY A. FORESTIER.



"FLOWING IN A MIGHTY STREAM FROM EAST TO WEST: AN APPALLING TORRENT OF STARVING HUMANITY FLEEING BEFORE THE SPECTRES OF FAMINE AND DEATH."

The terrible famine in Russia, and the outbreak of typhus, small-pox, and other epidemics which accompany it, is one of the most important questions now confronting the Council of the League of Nations at Geneva, affecting, as it does, the whole of Europe. Scenes similar to the one depicted by our artist are now of daily occurrence in the plague-stricken districts of Russia. Mr. A. M. Thompson, the Labour correspondent of the "Daily Mail" who has just returned from Rovno, a town on the cholera frontier, says: "Processions of refugees arrive in long strings of ramshackle peasants' haycarts containing all their possessions. Some of these processions are five or six kilometres (about 3½ miles) long, and the children lie huddled on top of the sacks with which the carts are loaded.

All along the roadside one finds them encamping for the night by the side of their carts, lighting little fires and living generally like gipsies." Major W. T. Blake, who has made an aeroplane visit to the stricken areas for the "Daily News," in describing similar scenes, says: "They are flowing in a mighty stream from East to West; an appalling torrent of starving humanity fleeing before the spectres of Famine and Death, stumbling and falling on the way, often never to rise again; seeking always their salvation in the West, though it is a slender hope, for Hunger pursues them over the Russian frontier." Only the homeless are allowed to leave Russia, and, as a result, peasants are actually burning down their houses.—[Drawing Copyrighted in the United States and Canada.]

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY CENTRAL NEWS, SPORT AND GENERAL, RUSSELL, TOPICAL, KEYSTONE VIEW, VANDYK, L.N.A., AND SPEIGHT.



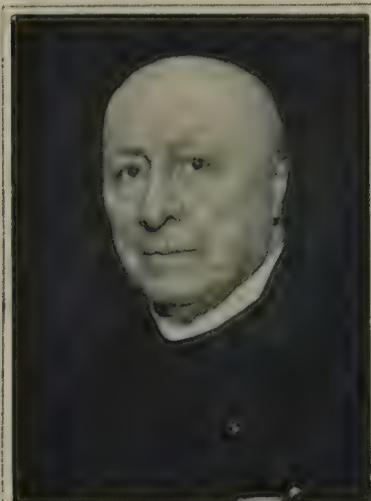
ASSASSINATED: HERR ERZBERGER, WHO SIGNED THE ARMISTICE FOR GERMANY



THE ABBEY ELECTION: (LEFT) BRIG-GEN. NICHOLSON (ELECTED): MR. A. LUPTON; LT.-COL. APPLIN.



THE GENERAL WHO RAISED THE CANADIANS: THE LATE SIR SAM HUGHES.



CHAPLAIN TO THE KING: THE LATE CANON EDGAR SHEPPARD.



LOST IN THE "R 38": MR. C. I. R. CAMPBELL.



AN AMERICAN SCIENTIST AND INVENTOR DEAD: MR. P. C. HEWITT



DANISH MINISTER TO BRITAIN: THE LATE M. CASTENSKIÖLD.



THE CAPTAIN OF "R 38" SAVED: FLIGHT-LIEUT. A. H. WANN.



LEAVING THE CHURCH AFTER THEIR WEDDING: SIR WILLIAM SUTHERLAND, M.P., AND HIS BRIDE (MISS CHRISTINE FOUNTAIN).



LOST IN THE "R 38": AIR-COM-MODORE E. M. MAITLAND.

Herr Matthias Erzberger, the man who signed the Armistice in 1918 on behalf of Germany, was assassinated on August 26, in the Kneibis Mountains, Baden, by two members of the Kaiser Royalist Party.—In the election for the Abbey Division of Westminster, Brigadier-General J. S. Nicholson, Independent Constitutional Conservative, secured the seat by a majority of 1234. All three candidates claimed to be Anti-Waste.—Sir Sam Hughes, formerly Canadian Minister of Militia, raised and trained the Canadian Divisions which fought in France. He was in turn editor, schoolmaster, politician, and Minister of Militia. He took part in the Fenian disturbances in Canada when he was 17, served in the South African War

and was mentioned in dispatches several times, and served in France in 1914-15.—Canon Edgar Sheppard, Chaplain to the Chapels Royal, has died at the age of seventy-six, as the result of an apoplectic seizure. He was Chaplain to Queen Victoria and to King Edward, as well as to King George and Queen Mary. He had been nicknamed "The Happy Marrier."—Mr. C. I. R. Campbell, who was lost in the "R 38," was the Superintendent of the Royal Airship Works.—M. Castenskiöld, the Danish Minister in London, who has died of blood-poisoning from a wasp sting received whilst playing golf, had been Minister here since 1912.

BY MOON AND LANTERN LIGHT: THE NEW BATHING.

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY JOHN CAMPBELL.



UNDER THE GLOW OF CHINESE LANTERNS: THE LATEST SEASIDE INNOVATION FROM DEAL.

This wonderful summer, which is not yet over, has been responsible for several new seaside fashions. The bathe by the light of Chinese lanterns and moonlight may claim to be the most picturesque of the 1921 innovations. It was tried at Deal, and proved a delight to those who indulged in it, as well as providing a beautiful spectacle for the lookers-on. Each bather brought a Chinese lantern

on a bamboo pole, and planted it at the water's edge. Other lanterns were taken into the sea, and half the party were detailed to hold these aloft and light the scene, while the remainder enjoyed the dip. At "half-time" the two sections changed over; so that everyone had a good swim. Other seaside resorts will doubtless copy this new fashion.—[Drawing Copyrighted in the United States and Canada.]

THE MOST REMARKABLE PHOTOGRAPH OF

PHOTOGRAPH



A BRITISH CROWN COLONY: GIBRALTAR—

Amongst the many aerial trips for tourists now arranged by the commercial aviation companies of the Continent is one which includes a flight over the famous Rock of Gibraltar, and it was on such a trip that the above photograph was taken. It shows the North and South Towns, which are on the western side of the Rock, and the great harbour of 260 acres which suffices for all the wants of the British Mediterranean Fleet. Few people realise that Gibraltar, although less than two square miles in extent, is a Crown

"THE ROCK": AN AERIAL VIEW OF "GIB."

BY FLANDRIN.



AS SEEN FROM A TOURING AEROPLANE.

Colony. The Governor, who is also the Commander-in-Chief, exercises all the functions of Government and legislation for the population of about 25,367 people, of whom nearly 20,000 are civilians, the remainder being the naval and military forces and their dependents. Most of the civilians are descendants of Spanish and Italian settlers. The Rock's highest elevation is 1,396 feet. It is connected with Spain by a sandy isthmus, about 1½ miles long; and there is a "no-man's land" in the middle.



THE WORLD OF MUSIC.

By EDWARD J. DENT.



THE FLIGHT OF TIME.

LISTENING the other night at a Promenade Concert to Saint-Saëns' "Africa" (which, by the way, was very neatly played by Mr. Harold Craxton and the orchestra); I was amused to note the difference between the impressions which I received and those which I was directed to receive by the notes in the programme. The French writer whose description was quoted tells us that the work "reflects Africa in all its wildness." He talks of a "stormy and breathless opening," of music "increasingly animated to the point of frenzy." One theme represents to him "a strange dry wind arising from the earth; savage and monotonous, it seems to speak of the weariness of the burning hours and of resigned apathy. The thirds which occur in the episode in G major dart hither and thither like a swarm of drunken wasps." Finally he concludes that "the descriptive intention overweighs the lyric element." My impression of "Africa" is that it is one of Saint-Saëns' most charming and attractive works. It is a most masterly example of a fantasia for pianoforte and orchestra. The treatment of the solo instrument represents the composer in his most characteristic and original style, brilliantly effective, without the least trace of vulgarity or ostentation. If, as some Frenchmen have held,

Music, as it grows older, gradually loses more and more of the emotional appeal. There remains, in the case of the music which is not doomed to utter oblivion, an intellectual appeal. The fascination of historical studies in music, when pursued in a genuinely artistic spirit, lies in the imaginative attempt to recover these lost emotions. The

of the dead, or are we in actual fact doing no more than using them as a medium for the interpretation of our own thought?

Looking at music from this point of view, whether it be the music of a long distant past or the music of the last generation, one clear principle makes itself perceived. The music which survives is what is sometimes called "absolute music"; any music which attempts to be descriptive or realistic becomes tedious after one generation, and after a longer period simply ridiculous. The phenomenon can be constantly observed in the older masters by those who are curious enough to dig out their forgotten works. We can often find one and the same composer writing one day music which posterity acclaims as a masterpiece, and another day descriptive music, which to modern ears is laughable and absurd. The more realistic the description attempts to be, the more pitifully comic is its effect. Yet I have occasionally come across devoted scholars who in all seriousness have hypnotised themselves into being positively thrilled by such things as Byrd's "Battle." At the same time I have never yet encountered the antiquary who could become excited over "The Battle of Prague." Yet a hundred years ago there were



A FAMOUS TENOR AT THE QUEEN'S HALL:
M. MISCHA-LÉON.—[Photograph by Savaine.]

The twenty-seventh season of Promenade Concerts at the Queen's Hall, which extend from August to the end of October, is proving as successful as did their predecessors before the war. M. Mischa-Léon, the famous tenor, was singing there last week, and is to sing again on Saturday, September 10. Mr. George Baker is singing to-night, Saturday, September 3; and Mr. Norman Williams arranged to sing in the Wagner Night last Monday, August 29. Signor Francesco Ticciati commenced a number of pianoforte selections on Thursday, August 25, including one of his own compositions, a "Poema Gregoriana" for piano and orchestra. Signor Ticciati is a young Italian pianist and composer of great promise.

spade-work of the musical antiquary, valuable as it may be from a scientific point of view, has little use for the ordinary lover of music. But suddenly the ordinary lover of music may find himself thrilled by a voice from the long-dead past, because some sensitive scholar has unearthed



A FAMOUS BARITONE AT THE QUEEN'S HALL:
MR. GEORGE BAKER.—[Photograph by Bassano.]



A SINGER OF WAGNER AT THE QUEEN'S HALL:
MR. NORMAN WILLIAMS.—[Photograph by Weston.]

the function of music is to please, "Africa" is a work which one can hear again and again with undiminished pleasure. But of the monotonous savagery of burning hours and drunken wasps, I must confess that I cannot find the least trace. "Africa" was composed thirty years ago, and the wasps seem to have gone sober to their graves. But the elegant Monsieur Saint-Saëns, safe under his mosquito-net, remains fresh and accomplished as ever.

We are in the habit of making the war responsible for most of the psychological changes that we are not always able to understand. It is due to the war, in some way or other, that the music of the days before it seems suddenly to have grown so faded and withered. What has happened is that during these five years our minds have been perpetually pre-occupied with other thoughts; it has been impossible to concentrate ourselves upon listening to music in the way that we normally should. And so for many people, musicians among them, the five years seem artistically a blank. We are trying to join up our previous and our present experiences as if we had been for five years under an anæsthetic, and are uncomfortably surprised to find that the experiences will not join up satisfactorily. For music has continued its development none the less; it has even continued its development in our own sub-conscious minds. And the eternally fascinating problem to the musician who is seriously interested in the philosophy and criticism of his art is this: When we say that such and such a work has or has not "stood the test of time," are we of this later generation really in a better position to form a true judgment upon it, or were those qualities of which the lapse of time seem to have deprived it really its essential characteristics without which it must inevitably lose its primal significance?



A PROMISING PIANIST AT THE QUEEN'S HALL:
SIGNOR TICCIA TI.

a manuscript, and has pored over it until by an effort of imagination he has called up in his own mind the emotional significance of the written notes. It sounds very romantic, and the pursuit of such visions has an extraordinary fascination to certain minds. But after considerable personal experience of the practice, I am often inclined to be as sceptical as one is bound to be in questions of thought-transference and other psychical phenomena. Are we really interpreting the thoughts

plenty of people who took it as seriously as our generation does "Ein Heldenleben"!

Saint-Saëns' "Africa" belongs to a different category. It has gained in beauty by shedding its realism, just as Beethoven's Pastoral Symphony has done. At thirty years' distance one finds its resemblance to the classics much more salient than its attempts at Orientalism. Orientalism in Western music is as transitory in its suggestion as any other form of descriptive illustration. The Turkish music of Mozart in the "Seraglio" and the "Rondo alla Turca," is merely comic, like the Chinese music of Weber's "Turandot" overture. Probably both composers aimed at no more than a comic effect. Romantic Orientalism is a product of the nineteenth century. We have various English composers at the present day who have dabbled in Orientalism, but they have never made it sound convincing even at a first hearing. To such compositions the flight of time is fatal. The Russians have succeeded better, as might reasonably be expected, in joining the East and the West, and the same may be said of the Spaniards. In these nationalities the Oriental tinge is not exotic, but inborn. It is part of their natural and normal language; to us, to the French, the Germans, and the Italians, Orientalism can never be anything but dressing-up. Saint-Saëns, like a wise Frenchman, takes a purely superficial view of the East, and it is his superficiality that saves him. If music is to be serious, it must be written in our own language, for it is only in our own language that we can wrestle with serious thought. Orientalism, like realism, is superficial and external; to a Western composer it cannot possibly be compatible with sincerity. That is why such devices lose their interest and attraction after a certain number of years have passed.

CATCHING PONIES WITH ROD AND LINE: MONGOL HORSE-BREAKERS.

PHOTOGRAPHS BY ADAM WARWICK.



CARRYING LONG BIRCH POLES FITTED WITH SLIP-NOOSES, FOR ROPING-IN WILD PONIES: MONGOLIAN HORSE-CATCHERS.



WITH THE NOOSE ATTACHED TO THE PONY'S TAIL: A MONGOLIAN BEING DRAGGED ALONG BY AN UNBROKEN PONY HE IS SEEKING TO EXHAUST INTO TAMENESS.



WITH THE NOOSE OVER THE HEAD OF A CAPTIVE: A MONGOLIAN HORSEMAN LASSOING A PONY.

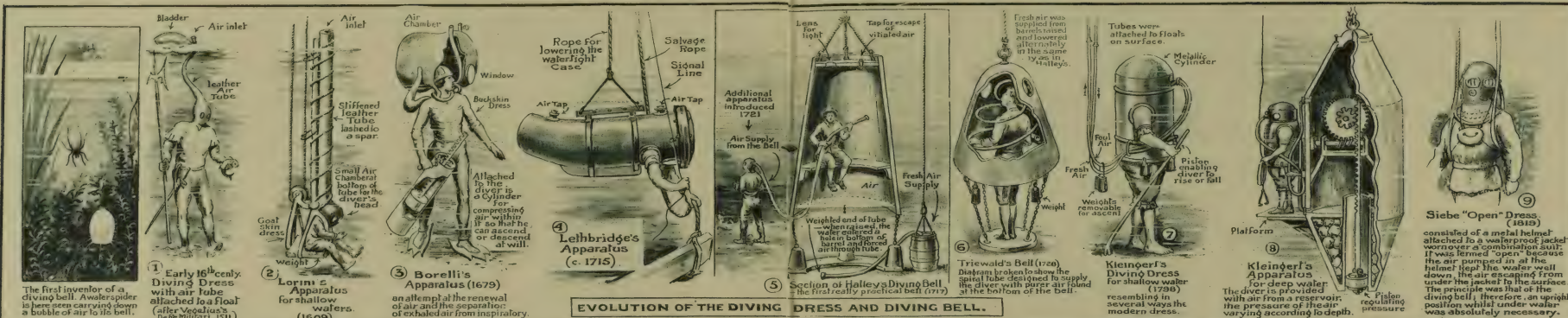
The Mongolian horsemen, who live practically the whole of their lives on horse-back, carry long birch poles like fishing-rods for catching wild ponies. The pole, with a slip-noose at the end, is used in place of the lariat of the Western cowboy, and is almost as effective. Two riders will gallop into a herd, "cut off" the horse they want, and drop the noose over his head. One man then dismounts and, squatting upon his haunches, seizes the animal by the tail. Like

the proverbial dog with the tin can, the pony starts off at a run, dragging the man behind him. The latter slides along over the grass in his soft felt boots till the beast stops exhausted. Then the pony is easily thrown, and a saddle fixed on his back. Mongol ponies are exported in great numbers to China. The mares are kept at home for breeding purposes. The native horse is seldom more than thirteen hands high, but for endurance and cleverness it has few rivals.

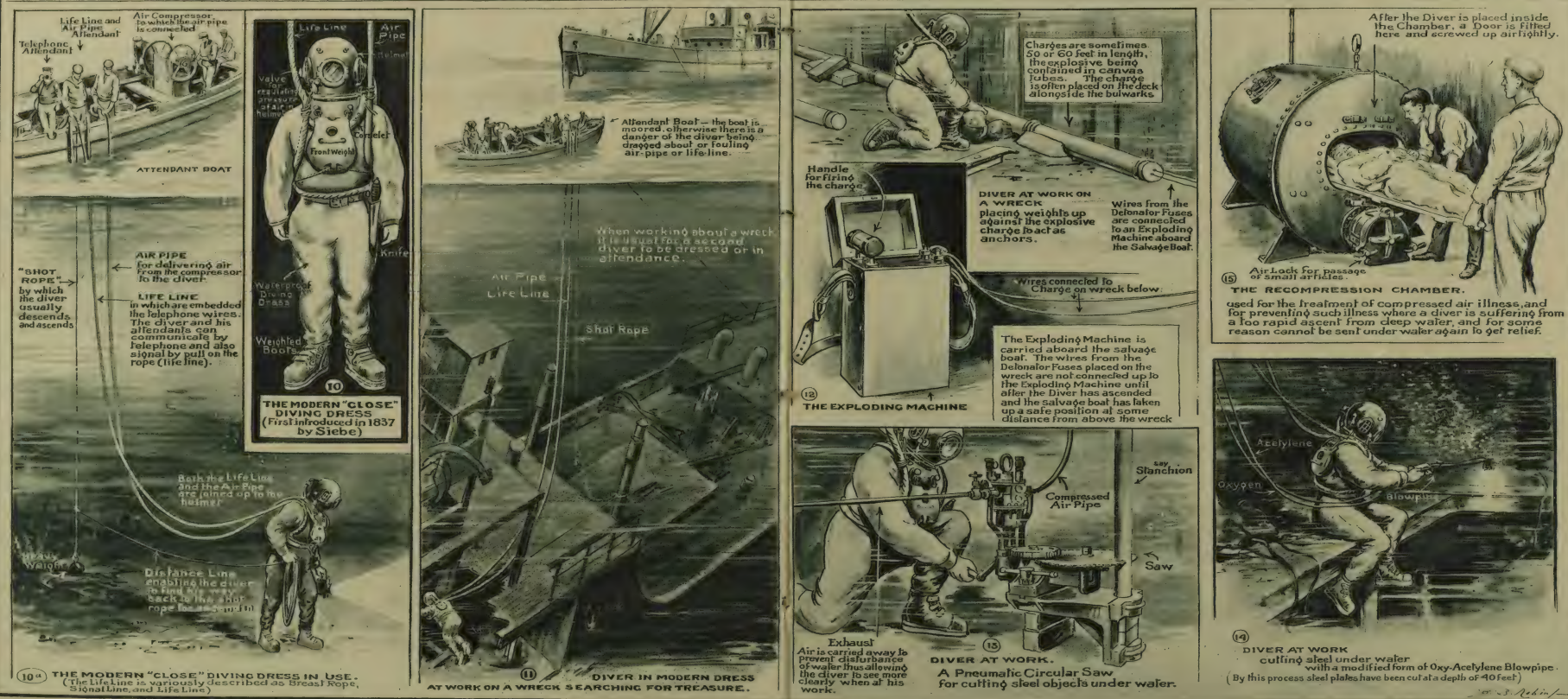
AS USED TO RECOVER THE "LAURENTIC'S" FOUR MILLIONS OF GOLD: DIVING APPARATUS; AND ITS EVOLUTION.

DRAWN BY W. B. ROBINSON FROM MATERIAL SUPPLIED

BY MESSRS. SIEBE GORMAN AND CO. (EXCEPT FIG. 14).



EVOLUTION OF THE DIVING DRESS AND DIVING BELL.



THE FISH-MAN AND HIS DEVELOPMENT ON THE LINES OF THE WATER-SPIDER: EARLY

The subject of divers and their equipment has a special interest at the present moment in view of the successful conclusion of the diving operations to recover the gold bullion which was in the "Laurentic" when she was mined in 1917, in Lough Swilly. A naval salvage party, under Commander Darman, has been working there for some time, and it is understood that about half of the gold bullion has now been recovered, and the two vessels which have been used for the work have been ordered to return to Portsmouth for the winter. The "Laurentic" had four million pounds' worth of gold bullion on board when she went down. The upper row of diagrams illustrates the evolution of diving apparatus from the early sixteenth century to this. Halley's Diving Bell (Fig. 5) may be compared with the water-spider on the extreme left. The buckets correspond to the air-bubbles carried down by the spider to replenish its bell. Each bucket has two openings, one on top and one underneath. When the weighted end of the tube was

FORMS OF DIVING MECHANISM: THE MODERN DIVER'S EQUIPMENT FOR SALVAGE WORK.

down, no air escaped from the bucket, but when it was raised into the bell, water entered the hole underneath, and the air was forced upward out of the bucket through the tube into the bell. In the lower section of the drawing, Figs. 10 to 13 and Fig. 15 illustrate modern apparatus made by the well-known firm of Siebe Gorman and Co.; while Fig. 14 shows an interesting application of the oxy-acetylene blow-pipe to under-water purposes. The water has to be forced away from the heating flame and cutting jet, and there are devices for re-lighting the flame, if extinguished. Great strength is needed to keep the blow-pipe in position, and the escaping gases make a deafening noise. The greatest depth for safe practical diving work is 35 fathoms (210 ft.). The lowest depth ever reached is 275 ft., by three divers of the U.S. Navy. The history of diving goes back to very early times. Homer alludes to the subject, and it is recorded that divers were employed at the siege of Tyre in 333 B.C. (Drawing Copyrighted in the United States and Canada.)

LADIES' NEWS.

SIX hundred thousand more women in the British Isles than men—that is one fact that the Census has revealed. It means a great many more than six hundred thousand mateless women, for the preference shown by men for marrying widows is pronounced. What is to be the outcome of all this preponderance of our sex? Domestic servants are at a premium, and seldom prove worth it when it is paid. It is a case of patiently waiting if some embroidery or any kind of needlework is wanted, because workers are few. Ladies' maids are being given up because of necessary economy, and other walks in life wont to be trod by women are either distasteful to them or closed. Since the upheaval caused by the Great War comradeship and companionship between men and women has been more in evidence than sentiment or dependence. For the most part it is comradeship and companionship in games and sport than on the serious side of life. Now it will be borne in on our sex that overseas shows the best chance of happiness, and that there they will meet lots of men eager for comradeship and companionship in carving out livelihoods and even fortunes, and founding happy homes.

Whatever palls upon a people still bewildered and upset by the aftermath of war, the Scotch season holds its sway. It is small wonder; when one gets up after a night in a train which is seldom reposeful, however luxurious the sleeper and its equipment, and is always jolty and shaky, the realisation of bracing, health-giving air is at once apparent, and one wonders how it is that there is little feeling of tiredness but rather of freshness and exhilaration, as the train travels up and up the Highland Line to Dalwhinnie, where 1400 feet is reached—a great height for a railway. An engine is here shed, and the downhill grade begins to Inverness through the beautiful scenery about Aviemore, Kincaig, and Carr Bridge. Moy, where the King is to shoot with The Mackintosh, is also charming, surrounded by moors and pine woods. The kilt comes into its own at Inverness, many of the men wearing it. Trains have to be changed there if going farther north or to Strathpeffer. The change is for the worse. While it has taken about fourteen hours to cover over six hundred miles, it takes five to get over another sixty. The Duke of Sutherland has a private train from Inverness to his private station at Dunrobin, the Castle being close to the station. The Prince of Wales is due at Dunrobin some time. His Royal Highness is to have a real

Highland holiday with unchronicled movements. During the war, when going up to visit the Grand Fleet, he stayed at Dunrobin, but only for a very short



THE SHORT FUR JACKET: AN EARLY AUTUMN FANCY FROM FRANCE.

Short fur jackets have been making their appearance at the various French race meetings. Our photograph illustrates the curious and fashionable combination of a tailless ermine coat worn with an organdie frock and a velvet hat.

Photograph by Géniaux.

time, and no one was amusing themselves in those days. Now it will be an ideal visit. The Castle itself is interesting; the oldest part of it has survived several fires, the last during the war. The drives, and the bathing, and the sport, and the golf in the neighbourhood are all of the first grade order, and the air is superb. The Duke has a remote and beautifully situated lodge on Loch Choire, and the Prince is sure to be taken there for stalking. The Duchess is a fine shot with a rifle, and has grassed many a stag. A successful salmon angler and a lover of sailing, the Mistress of the Robes is in her element in her Highland home. Queen Victoria visited at Dunrobin, and enjoyed the beauties of the place immensely. The Duchess of those days, also a Mistress of the Robes, was of different calibre from the present châtelaine of Dunrobin, who has hunted big game in Africa, and would have been a great amazement to Queen Victoria, between whose days and the present much enterprising blood has flowed into the veins of the new woman.

Lady Millicent Hawes, the Duke of Sutherland's mother, has left her mark at Dunrobin. There is the Technical Institute for training lads from the further North; there is the Scottish Industries Depot at Golspie; there is the Sutherlandshire Nursing Society—all owing their inception to this clever lady. Also in the grounds of Dunrobin is a splendid border of white mountain heather, which all experts told the then Duchess that she could not grow in such soil and surroundings, and which now speaks of her success in "out-experting" the experts.

Harrods always do the right thing, and now are equipped for the country-house season with most attractive, fascinating models for evening and afternoon gowns. The summer, which we must now regard as past, was so good to us that we required none but the most ethereal and coolest of gowns. Now, with September here and the nimble partridge giving *raison d'être* for the pleasantest kinds of hospitality, to be followed by the further reasons of rocketting pheasants and the pursuit of cubs, more substantial frocks are required. They are not in the wardrobes we have for the reasons aforesaid, so Harrods' dress salons are attracting passers through town. Few things are more suitable than dresses of new printed velours, a truly fascinating fabric; or of frisé cloth, with designs woven into it. Such gowns, so to speak, trim themselves and are smart without effort. It seems to me, from a look through Harrods' millinery salons, that small and medium-sized hats are to be just right for the immediate future.

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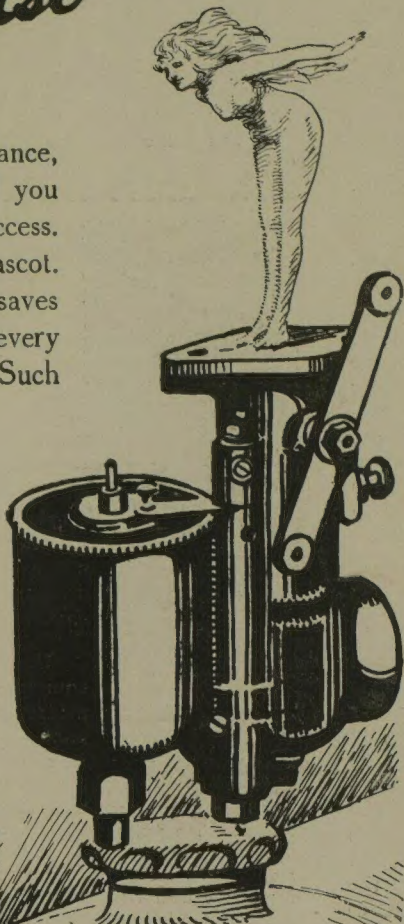
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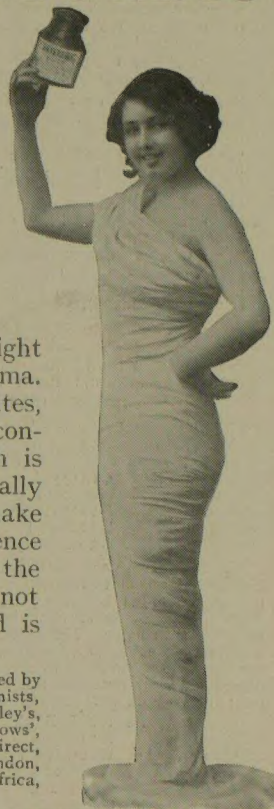
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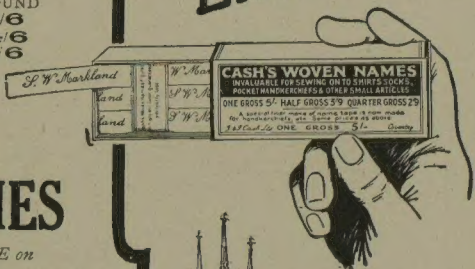
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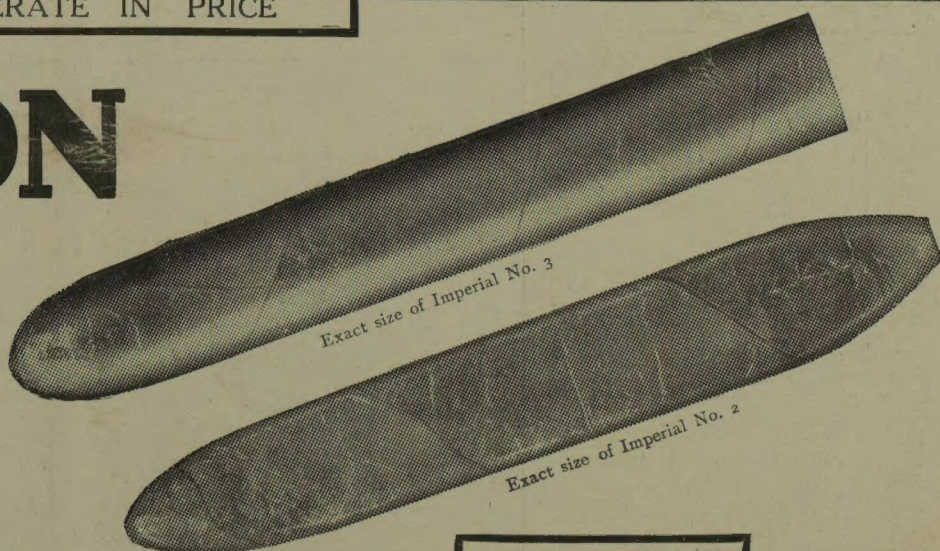
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CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

S F JOHNSTONE (Bombay).—Both the Indian and the Bristol problems were in three moves.

C F KERSHAW AND OTHERS.—You are quite right. If Black play 1. Kt to Q sq there is no mate next move.

J A BITTANCOURT (Dawson, Yukon, Canada).—We have examined your problems, and regret they are not suitable for publication in our column. We shall, however, be glad to look over any others you may send us.

JAMES M K LUPTON, P N BANERJI, and KESHAB D DE.—Problems to hand, with thanks.

CORRECT SOLUTION OF PROBLEM No. 3860 received from P N Banerji (India); of No. 3861 from Rev. Armand Der Meares (Baltimore), and S A Hawarden (Transvaal); of No. 3862 from Henry A Seller (Denver); of No. 3863 from A E Pugh (Doncaster), Doris Gale (Thornton Heath), James M K Lupton (Richmond), H W Satow (Bangor), A W Hamilton-Gell (Exeter), and J C Stackhouse (Torquay).

CORRECT SOLUTIONS OF PROBLEM No. 3864 received from H. Grasett Baldwin (Farnham), H W Satow (Bangor), J C Stackhouse (Torquay), G Stillingfleet Johnson (Cobham), F J Sheldon (Leeds), P W Hunt (Bridgewater), R Croft (Streatham), Albert Taylor (Sheffield), A W Hamilton-Gell (Exeter), E J Gibbs (East Ham), and James M K Lupton (Richmond).

CHESS IN ENGLAND.

Game played in the Championship Tournament of the British Chess Federation at Malvern, between Mr. R. P. MICHELL and Sir G. THOMAS. (Petroff Defence.)

WHITE (Mr. M.)	BLACK (Sir G. T.)
1. P to K 4th	P to K 4th
2. Kt to K B 3rd	Kt to K B 3rd
3. Kt takes P	P to Q 3rd
4. K Kt to B 3rd	Kt takes P
5. P to Q 4th	P to Q 4th
6. B to Q 3rd	B to K 2nd
7. Castles	B to K Kt 5th

The authorities generally favour Kt to Q B 3rd at this point, and it may be noted Black deprives himself of the help of this piece until his 20th move. The Petroff is a defence essentially based on counter-attack, and should be supported with all possible strength from the very outset.

8. Q Kt to Q 2nd	P to K B 4th
9. P to B 3rd	P to B 3rd
10. Q to Kt 3rd	Kt takes Kt
11. B takes Kt	B takes Kt
12. P takes B	Q to Q 2nd
13. Q to K B 4th	Castles
14. Q R to K sq	B to Q 3rd
15. B to K 5th	

The initiative is again in White's hands, and from this point his play leaves nothing to be desired in accuracy or skill.

The exchange of Queens threatens disaster, as it enables White to gain command of the 7th rank with doubled Rooks, and mate must speedily follow.

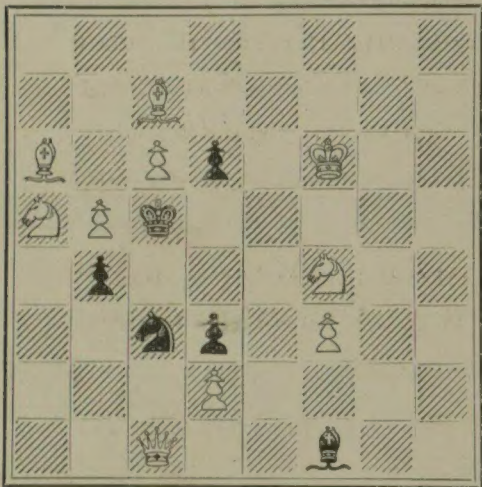
21. K R to K sq	Q R to Q B sq
22. R to K 3rd	Kt to B 3rd
23. B to B 4th	Q to B 5th
24. Q takes Kt P	R to Q B 2nd
25. Q to K 4th	P to B 4th
26. P takes P	Q takes P

A fatal oversight which prematurely terminated what promised to be a keen struggle in the ending.

27. B to K 2nd	Q to Q 4th
28. R takes Kt	R takes R
29. Q to Kt 8 (ch)	Q to Kt sq
30. Q takes R	R to K 3rd
31. Q to R 5th	Q to K sq
32. Q to B 3rd (ch)	Resigns

PROBLEM No. 3865.—By Mrs. W. J. BAIRD.

BLACK.



WHITE.

White to play and mate in two moves.

SOLUTION OF PROBLEM No. 3863.—By C. S. KIPPING.

WHITE	BLACK
1. Q to K B 7th	R to B 4th
2. R to K 8th	Any move
3. Kt or Q mates.	

If Black play 1. R to Kt 4th, 2. Q takes P, etc.; if 1. R to Q 6th, 2. B to R 2nd, etc.; and if 1. P to B 4th, then 2. Kt to K 7th (ch), etc.

The annual meeting of the British Chess Federation was brought to a close on the Aug. 20, after a fortnight's enjoyable play. The championship again changed hands, Mr. F. D. Yates beating Sir George Thomas by one point, with Mr. R. P. Michell and the veteran Mr. G. E. Wainwright tying for third place.

Messrs. Jesty and Drewitt were winners in their respective sections of the First Class Tourney, and to Messrs. Stackberry and A. M. Sparke fell the corresponding honours in the Second Class Tourney. The Ladies' Championship resulted in a tie between Mrs. Anderson, Mrs. Michell, and Miss Price. The play on the whole was distinctly good, and the brilliancies were more than usually in evidence. Altogether the Federation is to be congratulated upon a very successful gathering.

THE PLAYHOUSES.

"THREADS." AT THE ST. JAMES'S.

EVERYONE must wish Mr. Lyn Harding well in his new essay at management, and if first-night receptions mean anything, Mr. Frank Stayton's story of "Threads" looks like giving him a good start. Not that its development lives up to the promise of its opening situation, while even that is not new. Miss Clemence Dane has already handled in her "Bill of Divorcement," and handled with singular power, the idea of the return home after years of absence of a husband whom his wife has come to look upon as gone out of her life. In her play he was supposed to be a lunatic suddenly cured; Mr. Stayton makes him a wrongly-sentenced convict whose children have been brought up to think him dead, though their mother has always been aware of his innocence. This poor wretch comes back "pardoned," to find a tame cat of a colonel making free of his wife's house, and his children only concerned as to what their friends will think and say of his awkward resurrection. The tame cat has so little sense of decency that he will not budge, and calmly proposes that the wife shall throw over her husband in his favour. The wife has never ceased to love her husband, we are to understand, and yet keeps him at arm's length—he must win her afresh. The weakness of the St. James's play, apart from a certain slowness in its action, is the lack of humanity attributed to so many of its characters. Fortunately, a truer note is struck at length in the pretty scene in which the flapper daughter, represented so naturally by Miss Faith Celli, turns kind and pleads with her mother on her father's behalf. Moreover, the piece is recommended by some capital acting. Miss Celli's work has already been mentioned; Miss Ellis-Jeffreys proves herself in the wife's part as apt a mistress of pathos as of comedy; and Mr. Lyn Harding runs the gamut of emotion in a long part with uniform sincerity.

"THE LEGION OF HONOUR." AT THE ALDWYCH.

"The Legion of Honour" is not another "Scarlet Pimpernel," though it is the work of Baroness Orczy. She still sticks to France for her setting, and plumps once more for situations that are luridly romantic, but their extravagance is not redeemed by the vivacious and flamboyant personality of such a hero as the Pimpernel. Her Ronnay de Maurel makes munitions for Bonaparte and the conspirators plan to trap him in his own factory as a step towards downing the Corsican. They talk among themselves with such persistence and such detail, these villains, that it is not surprising their secrets are overheard. Mr. Basil Gill cuts a fine dash as Ronnay; Miss May Rorke is also in the cast.

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THE CULT OF THE POSTAGE STAMP.

BY FRED J. MELVILLE.

THE number of postage stamps issued expressly for use on letters carried by aerial mails is steadily increasing. There are to-day sixty-eight varieties of aero stamps, not counting errors and misprints, so it is not difficult to get the majority of them at this stage. In the matter of special collections I think it is always a good policy to get in at the beginning, and one can do this at the present stage with a collection of aero stamps. If kept up to date with the addition of new varieties that come along, in the course of the next few years such a collection



FOR USE ON LETTERS CARRIED BY AERIAL MAILS AND AT SEA: EXAMPLES OF THE LATEST STAMPS.

The three stamps reproduced above, in the top row, are aero stamps just introduced by Holland. The design is a somewhat Futurist type of bird flying over a Post-Impressionist sea. The two stamps on the left and right in the bottom row are Brazilian, and although they are issued for use on ordinary correspondence, the design is emblematic of aviation. Another novel issue from Holland is illustrated in the centre stamp in the bottom row, a floating safe stamp called "brandkastzegels," which is fully described in the accompanying article by Mr. F. J. Melville.

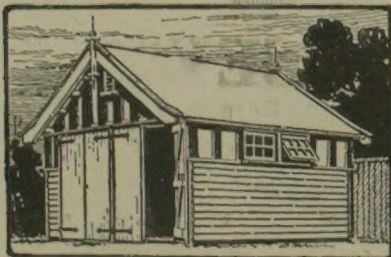
will have both a historical and an investment value. Holland is the latest country to issue aero stamps, and I give illustrations of the set of three values just to hand. The design is a somewhat Futurist type of bird flying over a Post-Impressionist sea. The values and colours are 10 cent, red; 15 cent, green; and 60 cent, blue.

The two stamps of Brazil, 100 reis, red; and 150 reis, purple, which I illustrate this week, are also of interest in the same connection. Although they are issued for use on ordinary correspondence, the design is emblematic of aviation.

Another novel issue from Holland inaugurates a new class of postage stamp, called by our Dutch neighbours, "brandkastzegels," or floating-safe stamps as we shall probably call them here. A Dutch engineer, Van Bladeren, recently invented a fireproof safe that will float at sea; it is a huge white safe of steel, oval in shape, with large letters "SAFE" on it that may be read at a great distance. On a mail ship this safe rests on a strong iron cradle, which keeps it secure unless the ship founders, in which case it is automatically released, and floats until picked up. During the voyage the safe is on deck in view of the bridge; and as a further protection against any tampering, it is connected with a dynamo, so that a signal would arouse the officers.

The Dutch Post Office has taken up the invention and is using it on mail steamers on the East Indies service. A small extra charge is made for letters and packets sent by the "brandkast" service—namely, 15 cents for each 20 grammes weight, but this is more than compensated by the reduction of 25 per cent. which the Dutch insurance companies are allowing on mail matter sent in these safes.

The values of these "brandkastzegels" issued to date are, 15 cent, blue; 60 cent, claret; 75 cent, sepia; F 1.50, deep blue; F 2.25, red-brown; F 4.50, grey-black; and F 7.50, red.



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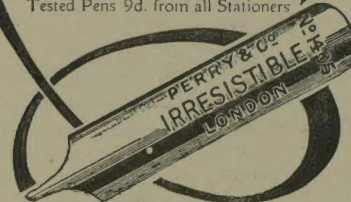
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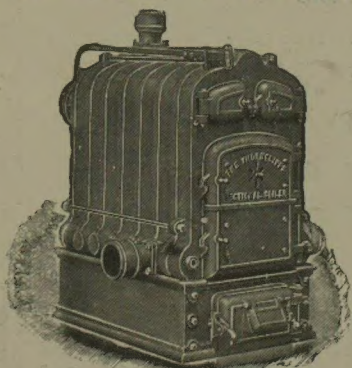
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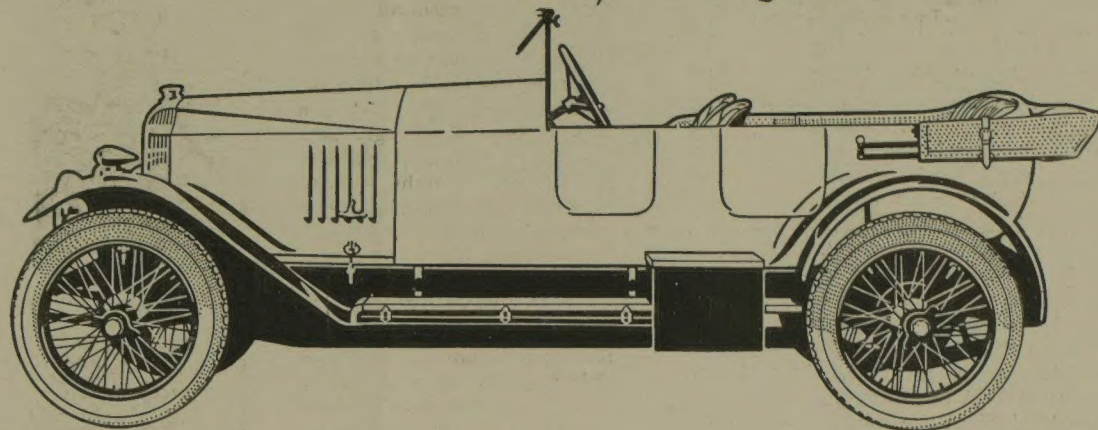


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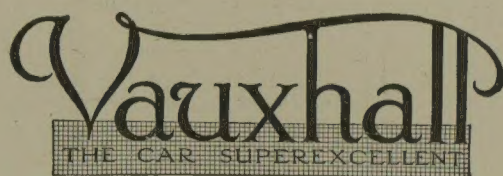
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THE CHRONICLE OF THE CAR.

The Brooklands Light-Car Race.

The race for light cars which is being promoted by the Junior Car Club at Brooklands on Oct. 22 will certainly be the most interesting event of its kind that has ever been held in this country. Restricted to cars having engines of not more than 1500 c.c.—or a maximum nominal horse-power of about 12—and run over a distance of 200 miles, some quite astonishing speeds will be maintained. At a conservative estimate, it will require a speed of seventy-six to seventy-eight miles an hour to win. In fact, I should not be at all surprised if the winning car should exceed eighty miles an hour for the full distance. Already some very high lap speeds have been done by some of the cars entered. The Aston-Martins are credited with eighty-nine miles an hour. The A.C. cars are also said to be lapping at eighty-eight. But for power output the Talbot-Darracqs are, I should say, the best of them all. All other things being equal, they should be capable of a speed of ninety-five miles an hour. There are three of them in, and they are to be driven by Lee Guinness, Segrave, and Malcolm Campbell, so they ought to put up a very good showing in the race. As a team, they will take a great deal of beating. It is anybody's race, though, since at the moment over fifty cars have been entered, and with that number on the track literally anything may happen.

As a purely sporting event I think the race is by far the most attractive event that has ever been held on the track. From the point of view of the car-purchaser, however, it is of doubtful utility. It by no means follows that the winner will be the production of a firm which is selling the best car for the average owner. We do not all of us want cars that are merely capable of extraordinarily high speeds. There are many most desirable qualities of the car which may be altogether absent from the standard vehicle of a maker whose engines are capable of an extraordinary power output. Not that I am desirous of "crabbing" this race. Quite the contrary, because I think, as I have said, that it will be of superlative interest. I do suggest, though, that the Junior Car Club should, as its next effort,

organise a 200 or 250 miles race for standard cars as sold to the public. We should learn quite a lot from such a race, as we did from the 300 miles race for standard "fifteen-point nines" before the war.



LEAVING PULBOROUGH BY THE BRIDGE OVER THE ARUN:
A RUSTON-HORNSBY TOURING CAR.

Racing in the Isle of Man.

Some weeks ago I suggested in these notes that, instead of holding the projected car races next year over the Isle of Man course, the R.A.C. should



"OF SIX BULLOCK POWER, WITH A MAXIMUM SPEED OF TWO MILES AN HOUR":
A ROLLS-ROYCE CAR ARRIVING AT THE DEPÔT IN BOMBAY

A Rolls-Royce has recently been supplied to the Viceroy of India. Indian rajahs are also amongst the keenest judges of motor cars in the world. When a Rolls-Royce first arrives at the depôt in Bombay, it is conveyed on a trolley drawn by bullock-wagons, as shown in the above photograph.

take steps to run them over a circuit somewhere in England, if the necessary statutory powers could be obtained. What is happening in the matter, if anything, has not been disclosed; but there is a practically unanimous feeling among English motorists that these races ought to be held nearer home if it is at all possible. Apropos this, the Auto-Cycle Union has announced that it will run the 1922 Tourist Trophy Races over a circuit near Spa, in Belgium, and will leave the Isle of Man course alone. One explanation which has been advanced is that the A.C.U. date clashed with that set by the R.A.C. for the car races, and that it was impossible to close the Manx roads for three days in succession. I believe I am right in saying, however, that the rapacity of the Manxmen, especially the hotel and boarding-house keepers, is really at the root of the decision to transfer the races to Belgium. There is no doubt these people have looked upon motoring visitors to the T.T. as fair game for extortion, and it is satisfactory to know that their practices have recoiled on their own heads.

It seems a thousand pities that the antiquated state of our own motoring laws should drive good money, which is so badly needed at home, out of the country. Why should it be necessary to go to Belgium to race, when there are perfectly good roads for the purpose to be found in England? Cannot the motoring powers that be move in the matter of obtaining legislative permission to race at home? At present we do not know where we stand; and even if Parliament were to refuse sanction, we should at least be in a better position than we are now. It is a case of history repeating itself once more. Development is held up by out-of-date legislation, and we have to go abroad to places where we are welcomed with open arms by people who benefit by more enlightened laws.

"Where's
Where?"

Under the above title a very comprehensive work has just been published by the Red Book Publishing Company, of Gough Square, E.C. It is really a topographical transport directory of the United Kingdom, and deals with nearly 5000 towns and villages, giving the fullest possible information about each.

W. W.



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